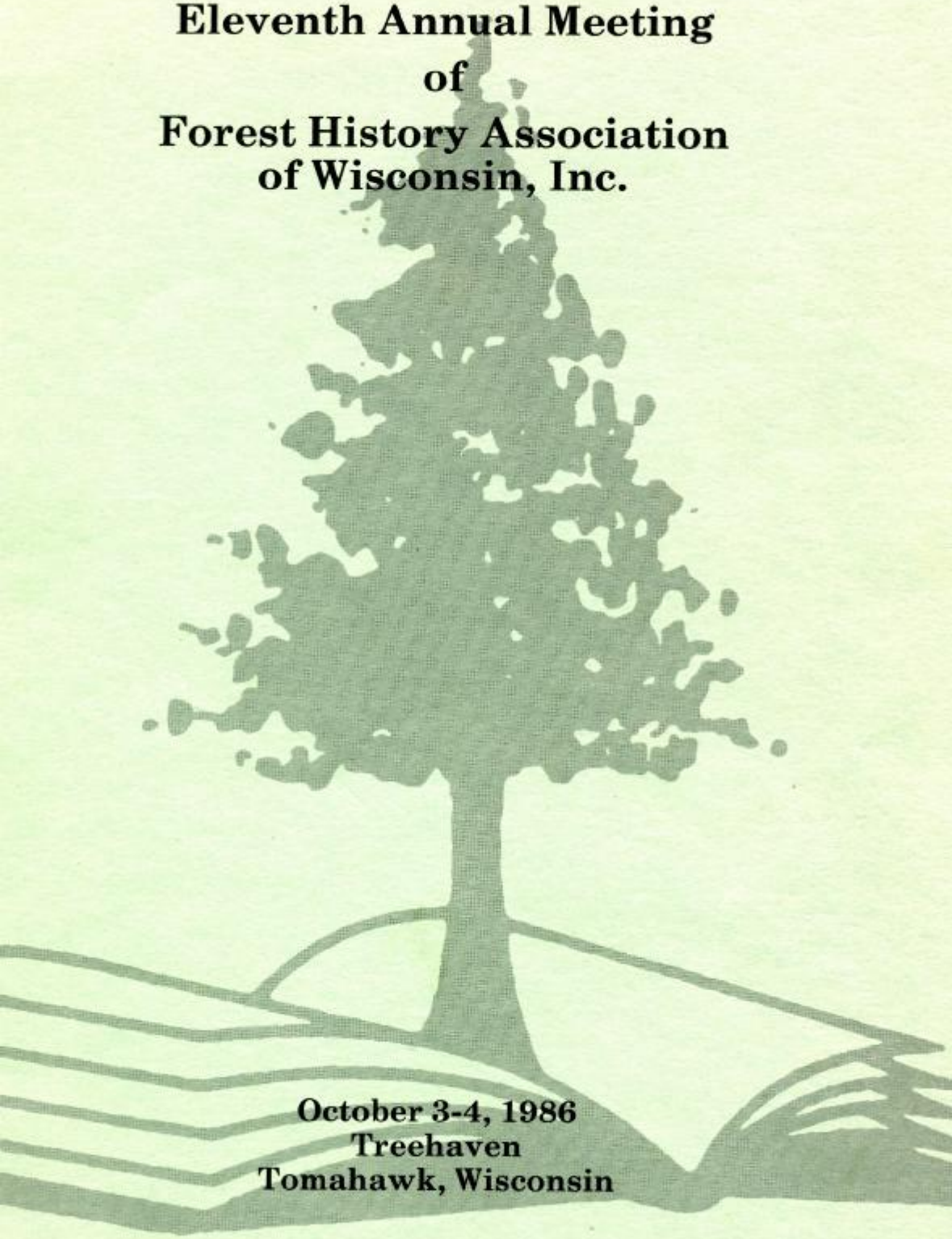
Proceedings
of
Eleventh Annual Meeting
of
Forest History Association of Wisconsin, Inc.



October 3-4, 1986
Treehaven
Tomahawk, 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 Forest History Association of Wisconsin, Inc., 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 1986-1987 are: Thomas Albrecht, president; Dean Einspahr, vice-president; Frank N. Fixmer, secretary-treasurer; Jacques D. Vallier, Karl Baumann, Walt Goldsworthy, Eugene Harm, Thomas Moore, Randall Rohe, and Ellen Sabetta.

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

History of the Nicolet National Forest
Some Historic Events in Wisconsin Logging
Some Events in Wisconsin Forest History
Bibliography of Wisconsin Forest History
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 54401

THE STATE HISTORICAL SOCIETY OF WISCONSIN
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1846

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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 written papers presented, at the Eleventh Annual Meeting of the Forest History Association of Wisconsin on October 3-4, 1986 at Treehaven, Tomahawk, Wisconsin.

A special feature of our Eleventh Annual Meeting was a film and slide presentation by Ervin Drott of the former Drott Manufacturing Company of Wausau (now J. I. Case) depicting the development of Drott logging equipment in the 1950's and 1960's. This was followed by a tour of the Case Training Center where center manager, Vernon Lamer, demonstrated the use of a contemporary grapple-loader and feller-buncher.

The Board of Directors is most grateful to the directors and staff of Treehaven for their hospitality. Their help assured a successful meeting. The Board also extends its appreciation to the various speakers who presented papers. As in the past, the papers were the highlight of our annual meeting and were received with enthusiasm from all in attendance.

The paper presented by Joyce Bant is part of a larger study she conducted as a participant in the Community Historians in Residence Project of the State Historical Society of Wisconsin. Copies of this paper are held by the State Historical Society Library and the Forest History Association of Wisconsin Library. The paper by Carl Krog, likewise, is part of a longer and earlier study on lumbering in the Nicolet National Forest that appeared in *The Wisconsin Geographer,* Vol. 1, Spring 1985.

Dr. Randall E. Rohe, Editor
Patricia Collins, Assistant Editor

PRESIDENT'S ANNUAL REPORT

Welcome to Treehaven for the Eleventh Annual Meeting of the Forest History Association of Wisconsin. We are pleased to hold our meeting for the second year in a row at this premier learning facility of northern Wisconsin. I will report on the past year's activities, and activities planned for the future.

It is with sadness I report the passing of one of our charter members and founders, Gordon R. Connor. It is with pride I announce Gordon was recently inducted into the Forestry Hall of Fame. Our former president, Mary Roddis Connor, accepted the award for her late husband at the induction ceremony at the Lake States Logging Congress in Green Bay.

A change in our Board of Directors occurred this year. Charles Twining, our vice-president, found new employment in the Pacific Northwest writing about the Weyerhauser family of lumbering fame. Dean Einspahr replaced Chuck as vice-president. We wish Chuck the best in his new venture.

We are participating with the Department of Natural Resources in celebrating the 75th Anniversary of State Forestry, commemorating the state's forestry program which began in 1911. A historical exhibit has been established at the Marathon County Historical Society by our organization and the DNR, depicting forestry in these 75 years. My grateful appreciation goes to Frank Fixmer for his work on this project.

Our student award was presented this year to Susan Krebs from UW-Madison for her work on Dietz at Cameron Dam. Student award committee co-chairs, Doc Brown and John Saemann, selected Susan from a number of candidates.

I'd like to thank the Planning Committee who deserve special mention for setting up this meeting. They are Walt Goldsworthy, Russ Roberts, and Frank Fixmer. They have set up a wonderful, fascinating program.

I hope in the coming year, we can continue to strengthen our membership, and continue to publish and record valuable forest history. The next year will present some challenges and changes in our board, and our operating procedures. More roles will have to be filled this next year. We will ask your cooperation in this task.

It is said that if you're not aware of your past, you'll not be able to control your future. I hope in the next year we will all be more aware, with a keener sense of our forests and their presence of yesterday, today, and tomorrow.

ELEVENTH ANNUAL MEETING
FOREST HISTORY ASSOCIATION OF WISCONSIN

October 3-4, 1986
Treehaven, Tomahawk, Wisconsin

— PROGRAM —

Thursday, October 2nd

4:30 p.m. - 6:00 p.m.	**Early arrival registrations;** "ice breaker"
6:00 p.m. - 7:00 p.m.	**Dinner**
7:00 p.m. - 8:30 p.m.	**Films of historic interest**

Friday, October 3rd

7:00 a.m. - 8:00 a.m.	**Breakfast**
8:30 a.m. - 9:30 a.m.	**Registration** - Tour of Treehaven facilities
9:30 a.m. - 9:45 a.m.	**Welcome by Director of Treehaven and President F.H.A.W.**
9:45 a.m. - 10:30 a.m.	**"Tow Booms"** - John Walters
10:30 a.m. - 11:00 a.m.	**Coffee Break**
11:00 a.m. - 11:45 a.m.	**"Development of Lumbering on the Nicolet N.F."** - Carl Krog
11:45 a.m. - 12:30 p.m.	**"History of Knox Mills"** - Joyce Bant
12:30 p.m. - 1:30 p.m.	**Lunch**
1:30 p.m. - 2:15 p.m.	**"The Saga of the Fish Lumber Company"** - Ralph Colburn
2:15 p.m. - 3:00 p.m.	**"John Muir - Master Woodworker"** - Wally Youngquist
3:00 p.m. - 3:15 p.m.	**Coffee Break**
3:15 p.m. - 4:00 p.m.	**"Lumberjack Tales of N.W. Wisconsin - All True"** - "Doc" Brown
4:00 p.m. - 4:30 p.m.	**Film**
4:30 p.m. - 5:00 p.m.	**Late registrations; get acquainted period**
5:00 p.m. - 6:00 p.m.	**Hospitality Hour**
6:00 p.m. - 7:00 p.m.	**Dinner**
7:00 p.m. - 7:30 p.m.	**Distinguished Service Awards**
7:30 p.m. - 8:30 p.m.	**Entertainment** - The Leikips Duo

Saturday, October 4th

7:00 a.m. - 8:00 a.m.	**Breakfast**
8:30 a.m. - 10:15 a.m.	**Business Meeting (members only)**
10:15 a.m. - 10:30 a.m.	**Coffee Break**
10:30 a.m. - 11:15 a.m.	**Contemporary History-** "Development of Drott/Case Logging/Forestry Equipment" - Erv Drott
11:15 a.m. - 12:00 noon	**Tour of J. I. Case Equipment Demonstration Area**
12:00 a.m. - 1:00 p.m.	**Lunch and General Adjournment**
1:30 p.m. - 2:30 p.m.	**Board of Directors Meeting**

TOW BOOMS

by John Walters
Ashland, Wisconsin

My subject is tow booms of which I have had some 25 years' experience, plus meeting and talking to the first man to bring a large bag boom raft of pulpwood straight across Lake Superior.

He was told by other rafting people who were rafting pulpwood along the shore of Lake Superior that it could not be done.

In our conversation his last words to me were: "We did it, We did it". His words still give me inspiration that if someone sets out to do something it can be done.

In the 1800's Maine loggers were roping logs together into an endless string to make up a tow boom. Around the 1880's a boom was developed using white pine three feet or more in diameter with a length of 22 feet, boring a hole through log center on both ends and stringing them on a chain. When towed the boom could trap floating logs and form a bag. Now this type of boom rafting was finally outlawed over on Lake Huron due to the hazard to boats. Rafts broke up, scattering deadly driftwood (logs) that caused shipwrecks and carried away channel buoys and markers. This same type of tow boom was used on Lake Superior with no major problems.

In 1923 a whole new type of tow boom was developed. The tow boom had a head block with four strings of booms hooked on to the head block. A tow boom set up in this manner brought the first pulpwood raft straight across Lake Superior, all other rafts were towed along the shore line.

During the period from 1923 to 1947, the Canadian division had made up four sets of new tow booms. A set consisted of 450 Sitka spruce logs. After 1947 the Canadian operations were run from the American side.

Now the Americans had to start making up a new set of tow booms in 1957. We found out in a hurry that no Sitka spruce could be taken out of British Columbia. The Canadians did not want to export this type of Sitka spruce log, but luckily a logger out on the Olympic Peninsula in Washington could provide us with this type of log. The logs were received during the winter of 1958 and 1959 in railroad gons 48 feet long, six to eight logs to a gon. The size of the logs was 22 feet long with a diameter range of 36 inches to 44 inches. One log was 6 foot in diameter, this was used on the head block; scaled 4,250 board feet, Scribner Decimal C rule.

Due to the size and weight of the logs a crane was used extensively for turning and arranging the logs for various phases of making up new tow booms. The logs coming out of the West Coast had a silt line on them giving a good water line to let us know the top side of the boom log.

Drilling chain holes on the tow booms was done with a ¾" electric impact tool in cold weather. Frost in the wood caused the breaking of the 5" auger tips. This was solved by making a threaded tip to follow a 1⅛" diameter pilot hole. Rubber blocks were not installed when frost was in boom logs.

In applying the rubber blocks, a template was used to mark out the location for the block. With a direct drive gasoline power saw, mortise cuts were made. An adze was used to chop our mortise material and a final fitting, clean-up operation was made using a heavy bar chisel. The rubber blocks were then placed in the mortised holes and spiked to the boom logs.

Due to the weight of each boom chain (approximately 200 lbs), the chains were handled with a hand winch in order to properly gauge the slack between boom sticks. The tow booms were assembled on land, and then they were placed in the water and rafted to a boom repair installation. With logs chained together, they were arranged in a tow set.

Materials and work required in preparation of 358 boom logs included; logs 22 feet long 36 to 44 inches in diameter; 2 chain holes 5″ diameter, - 716 holes - 2,327 linear feet; two bolt holes 1 each log, 1⅛″ - 2,327 linear feet; 5″ countersunk hole for bolts - 716 linear feet; of bolts 5,907 lbs; nuts 500 lbs; boom chain 91,648 lbs; rubber blocks 16,468 lbs; washers 1,250 lbs; spikes 4,296 lbs; removing bark from logs - 82,698 square feet of surface. Approximately 466,000 board feet of log timber was used in the preparation of the tow booms.

The West Coast selling price of a log was $70.00 per thousand and the average log contained close to 1,400 board. ft., so the cost of each log was about $100.00. The freight on one log was $100.00 from the West Coast. The rubber boom blocks mortised in the boom logs cost $10.00 a block.

A West Coast newspaper clipping on these logs shipped to Wisconsin stated that they were approximately twice the diameter of boom logs used in the Pacific Northwest. From the beginning, tow booms were made up using hardwood for the boom blocks. Tires, cast iron blocks and tropical hardwood were also used. It was not until 1951, however, that a Canadian rubber company made up some rubber boom blocks. They were spiked on just like the hardwood boom blocks. They worked out okay.

The cost of checking and repairing a tow boom set with hardwood blocks ran close to $5,000 a year. While using rubber boom blocks from 1959 to 1964, however, the cost in checking the tow boom set ran about $400.00 a year. During 1965 the tow booms were in a lot of bad weather. The booms ends became battered, three booms had to be cut out, two booms had to be rebored, and 337 rubber blocks taken off and mortised into the boom log again. The cost of repairing was $975.00, sure a lot better than using hardwood blocks.

Consolidated Papers was the first one to go completely to the rubber boom blocks in a tow boom set. The Canadian Rubber Company came out with an article in their house organ on how their rubber boom block solved a big repair job. The rubber boom blocks were used 13 years in rafting operations with none replaced. Now 14 years after the end of rafting the rubber blocks still look serviceable.

Why use Sitka spruce? It's obtainable in large size, has good buoyancy, strong thin bark, and no limbs. Douglas fir has been used but you have to watch out for butt logs and big limbs and they make the fir heavy and while strong, its bark is thick. A square Bathrust Boom was used with 20″ x 20″ center blocks and 12″ x 12″ side timbers 24 feet long. This is a good boom for storage, but not for a tow boom.

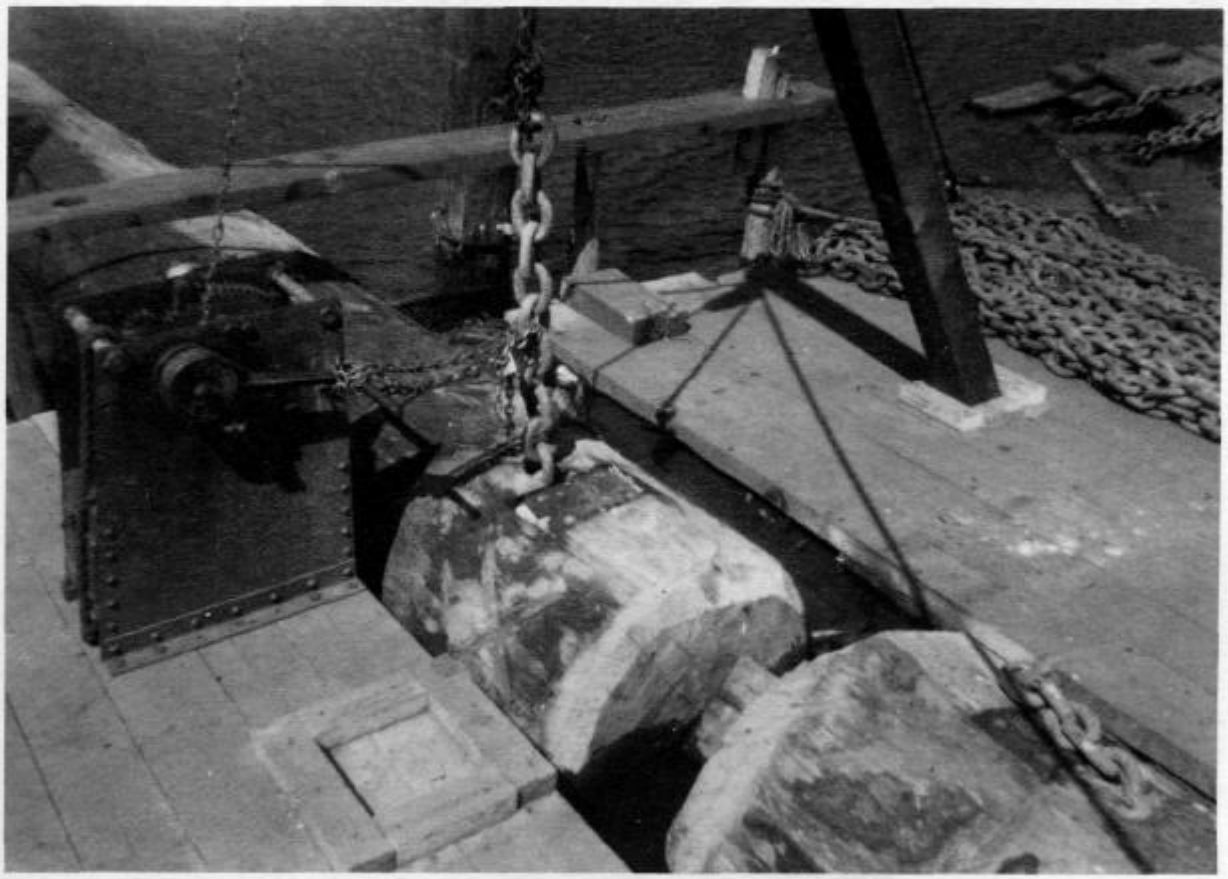
Storms on Lake Superior can come up quickly and become very violent. Tow booms take the worst beating when they are towed empty. The ends of the booms get battered; chains moving up and down and cut into the boom blocks. Reading a note from a captain's log: "Off landing, wind and sea not favorable for filling raft. Running up and down shore all day. Tow boom taking a beating." This is one reason a tow boom set was replaced every ten years.

A Canadian tug towing a large raft of old tow booms across Lake Superior was hit

by a strong South gale wind on October 16, 1972. During the night the winds switched to the NW and then the winds picked up to a full gale force on October 17. The tug had to let the raft go and run for shelter. The lake was so rough that it tore the raft apart. For a month ore boats were dodging strings of large tow booms.

A tow boom set of 450 boom logs when strung out in single file would be just 100 feet short of two miles. In the spring of 1947 this was done to salvage 74,000 cords of pulpwood that broke loose in the Pic River, Canada and went out into Lake Superior.

The last American tug towed wood out of Canada in 1958, and the last Canadian tug to tow wood from Canada was in 1963. Wood towed from Minnesota ended in 1972. The last wood on Lake Superior towed to a mill was in 1984; that ended all large tow boom rafting on Lake Superior.



Hand winch used to obtain proper gauge between boom sticks (Author)



Picture of tow booms and head block (Author)



New booms 1937 (Author)

THE DEVELOPMENT OF LUMBERING ON THE NICOLET NATIONAL FOREST

by Carl E. Krog
Marinette, Wisconsin

The Nicolet National Forest located in northeastern Wisconsin has two natural distinctions. It has rightfully been called the cradle of rivers since a number of rivers flowing both into the Mississippi and into the Green Bay basin have their source and headwaters in the forest, and the forest area has some of the highest elevations in the state. Sugar Bush Hill near Crandon, 1,951 feet above sea level, is one of the highest points in Wisconsin. From the uplands of this part of the state, the rivers rush down toward the Mississippi and Green Bay. Because these rivers fall rather sharply over relatively short distances, they created problems for the lumbermen driving logs down river.

The rivers which have their origin in the Nicolet National Forest include the Wolf and Wisconsin, the Peshtigo and Oconto, and the Popple and Pine, and the Menominee, the largest river flowing into Green Bay. These rivers, located as they are in the northeastern part of Wisconsin, had very valuable stands of timber, both hardwoods and pine, in the nineteenth century. However, because of the rapids and falls on the rivers, reaching the Mississippi and Green Bay via these streams was challenging to lumbermen. Frederick Merk has noted in his book, *Economic History of Wisconsin,* that although the Wisconsin River pinery contained sizable amounts of wood, it was very difficult to move the lumber and logs down river. At Grandfather Falls, 36 miles below the present city of Rhinelander, the river drops one hundred feet in less than a mile. Further down the Wisconsin there was Jenny Bull Falls, the present site of Merrill, Big Bull Falls, the site of Wausau and what was claimed to be the most dangerous falls of all on the Wisconsin, Little Bull Falls at the site of the present city of Mosinee. Here the Wisconsin River narrowed and lumber rafts plunged over a series of falls into a gorge thirty feet deep. Entering the powerful whirlpool, the raft which with its cargo weighed as much as 350,000 pounds, would often be submerged for as much as a half mile amidst a seething mass of foam and waves.

The tributaries of the Green Bay watershed were equally hazardous and difficult for lumbermen in driving logs down to sawmills on Oconto, Peshtigo, and Marinette-Menominee. Isaac Stephenson, a Marinette lumberman, built dams on both the Peshtigo and Menominee Rivers. Both the Menominee and Peshtigo fall 1,000 feet in a 100 miles. To regulate the river current and secure the necessary flow of water, forty dams were built on the Menominee and its tributaries after the Civil War. Twenty-seven dams were constructed on the Peshtigo River, a smaller and swifter stream than the Menominee. The Oconto River, like the Peshtigo, was a rather small river for log drives, but the Holt Company, by building a series of dams on the river, was able to float pine logs down river to Oconto.

Successful lumbering did not begin in what is now the Nicolet National Forest area until the 1850's when the growing population created a market. Wisconsin became a state in 1848 and according to the 1850 census, had 305,000 people, a tenfold increase over the previous census of 1840 when the Territory of Wisconsin had only 30,000 people. During the 1850's when the lumbering industry was developing in the headwaters of the Peshtigo, Menominee, Wisconsin, and Oconto rivers, Wisconsin

added another 470,000 new citizens, placing Wisconsin 15th among the 33 states with a total population of 775,000 in 1860. While the population of Wisconsin doubled during the 1850's, the number of factories, employees, and the value of products tripled, placing the state 17th in the nation.

What drew newcomers to Wisconsin was not its developing industry, however, but rather its expanding agriculture. Wheat was an important crop not only for Wisconsin, but for all the states of the upper Mississippi Valley. As farmers moved out into the prairie lands of the upper Mississippi Valley, there was increased demand for lumber. Coinciding with this movement out onto the prairies was the construction of railroads radiating out of Chicago and Milwaukee. Milwaukee by 1860 had two railroads to the Mississippi, one was completed to Prairie du Chien in 1857 and another was extended to LaCrosse the following year.

Chicago, the metropolis of the Midwest, shared in this growth. In 1860, Chicago had become the railroad hub of the nation and the city ranked tenth in the United States with a population of 109,000, clearly surpassing its rival to the north, Milwaukee, which had a population of 45,000.

The settlement in the upper Mississippi Valley prairie lands contributed to the development of Northern Wisconsin. Farmers breaking prairie sod in Iowa and Minnesota needed lumber for their homes, barns, fences and other improvements. Railroads radiating out of Chicago across the Illinois prairie needed lumber for ties, bridges, rolling stock and other equipment.

The late 1850's and early 1860's was a period of uneven market demands as the result of the threat of secession of the southern states and the depression of 1857. The lumber companies in Wausau and Merrill, on the Wisconsin River, competed with those at the mouths of the Menominee, Peshtigo and Oconto rivers for this uncertain market. During the Civil War the lumber market picked up and with the demand of logs came a demand for the construction of railroads to facilitate the shipment of lumber. The completion of the Wisconsin Valley Railroad (later part of the Milwaukee Road) to Wausau in the early 1870's made it possible to ship finished lumber by rail. The small settlement on Big Bull Falls was no longer completely dependent on the hazardous Wisconsin River for the shipment of lumber. Wausau grew with these improvements. Wausau's population in 1870 was 1,349; in 1880, 4,277; in 1890, 9,253; in 1900, 12,354. Lumber production quadrupled from 6 million board feet from seven mills in 1874, to 25.7 million board feet out of six mills the following year.

Further upstream, other sawmill villages were developing such as Merrill at Jenny Bull Falls and Rhinelander, formerly called Pelican Rapids, at the junction of the Wisconsin and Pelican Rivers.

The Wisconsin River and its tributaries remained an important logging waterway throughout the nineteenth century, although the railroads, by the 1870's, made the upper reaches of the Wisconsin River more readily accessible. In spite of the difficulties of logging and rafting on the Wisconsin River, the river did provide advantages for lumbermen on the Wisconsin. Lumber rafts could be floated down river to the Mississippi where they could be readily sold in such Iowa towns as Burlington, Dubuque and Fort Madison; in Missouri towns such as Hannibal and St. Louis; and on the Illinois side in towns such as Quincy and Rock Island. This advantage of the Wisconsin pinery was interrupted when a drought in 1864 prevented floating of rafts down the river. This gave a distinct advantage to the lumber companies located at the

mouths of the Menominee, Peshtigo and Oconto Rivers.

Unlike the Mississippi, Green Bay and Lake Michigan were not effected by the drought in western Wisconsin. The sawmill villages at the mouth of the Oconto, Peshtigo and Menominee rivers on Green Bay were able to continue to ship their lumber to Chicago where the lumber could then be shipped out the Mississippi Valley towns in Iowa and Illinois by way of the recently completed railroads.

Although the market fluctuated after the war and a depression occurred after 1873, lumber shipments from the lumber ports on Green Bay remained relatively high. In 1875 Peshtigo accounted for 35,000,000 board feet; Oconto 33,000,000 board feet; and the Menominee River, 119,000,000 board feet. Although the country was beset with a depression in the 1870's, the demand for lumber persisted. With the return of relatively prosperous times in the 1880's, the demand for white pine increased sharply. The 1880's mark the years of maximum production and prosperity for mills both on the Wisconsin River and also for the mills on the tributaries of Green Bay. In 1890 the ten sawmills on the Menomoniee River in Marinette sawed 229,423,000 feet of lumber, employed 1,345 men, and had property, including timberland and sawmills and other facilities, valued at over $3,000,000. Production had increased phenomenally during the years after the Civil War. In 1865 the mills at the mouth of the Menominee River had produced less than 3,000,000 board feet of lumber. Production increased to 144,739,622 board feet in 1876 and almost quadrupled during the following thirteen years. In 1889 the mills at the mouth of the Menominee River produced one half billion board feet for the season.

Nonetheless, even during the early 1880's the beginning of the end was already in sight. The size of logs scaled by the Menominee Boom Company showed a marked decline. Until 1890 the average size of a log was 131 board feet. The following year it declined to 127 board feet. In 1893, for the first time in many years, there were no logs on the Menominee River in late October, and lumbermen reported that logs had decreased 41 percent in size during the last decade.

The decreasing number of stands of good pine timber in the headwaters of the Menominee basin spelled the inevitable closing of sawmills in both Marinette and Menominee. Decline in Menominee was sharper than in its sister city of Marinette. The city of Menominee had twelve sawmills in operation in 1892, producing 287,000,000 board feet of lumber. In 1903 five sawmills in Menominee produced 35,000,000 board feet of lumber, less than the production of one of the Menominee sawmills a decade earlier.

During the first twenty years of the twentieth century, Menominee's population declined by one third, from 12, 818 in 1900 to 8,907 in 1920. Empty stores and empty houses remained, gaunt reminders of another century and of a more prosperous time. The decline in Marinette was less abrupt, for like cities such as Rhinelander and Oconto, some lumber companies shifted from sawing white pine to cutting hardwood.

The question might fairly be asked - Could there have been an alternative to the wholesale slaughter of trees of Northern Wisconsin during the latter part of the nineteenth century? In defense of lumbermen, it has been pointed out that they were caught in a highly competitive industry and their first loyalty was to their balance sheets. At a time when there was a large investment in railroads and lumber camps, lumbermen saw no way to make their investments pay off without taking every marketable log in sight. With the introduction of the truck in the early part of the

twentieth century, selective logging became possible and economically feasible. Another economic force which operated to the disadvantage of the lumbering industry was the law of demand. The per capita consumption of lumber products declined from 480 board feet in 1899 to approximately 280 board feet by 1928. The reason for this decline included the growing timber shortage, the proportionate population increase and the drop in the demand for lumber products.

The closing of large sawmills and the general decline of lumber production during the early years of the twentieth century caused a period of difficult adjustment for Northern Wisconsin. At the beginning of the century, Wisconsin was still the foremost producer of lumber in the United States. Five years later Wisconsin had slipped to second place in the nation behind Washington. Lumbering, however, remained the foremost industry in the state. The number of workers in the lumber and timber industry declined from twenty-five percent of the total number of wage earners in Wisconsin in 1900 to eighteen percent in 1905. There was a general decrease in capital, number of wage earners, and value of products. The value of lumber products declined by 23.3 percent during this same five year period. In 1900, $47,000,000 was invested in the lumber industry; five years later, only $37,000,000. The pattern which would lead the Federal Government to take over cut-over lands in Northern Wisconsin was already becoming apparent in the early twentieth century.

Because of the wasteful methods employed in harvesting logs, part of the wood was lost before it reached the mills. Sixteen foot logs were normally taken from a tree. The lumber companies paid loggers by the thousand board feet of logs they brought in. The amount paid loggers was so small they could not afford to spend time to finish up and take the fifth or last log. As a result, nearly one-tenth of the wood was left in the woods, making cut-over lands a tinderbox. It was estimated that in 1880, fires burned over five percent of the forest each year and sooner or later, over half the region that was cut-over was also burned over. Before 1880 there was relatively few fires in the Menominee basin because "the pine which is left grows upon the hardwood ridges interspread with broad areas of swamp." Now that the slashing and choppings were left behind fires became quite common for the next half century. In 1904, Wisconsin State Forester, E. M. Griffith, came to Marinette to confer with Isaac Stephenson about passage of an effective law to decrease the ruthless cutting and slashing methods used by loggers in the woods. A study by the Wisconsin State Forester in 1909 revealed that 45 to 95 percent of the ten northernmost counties, including Marinette County, consisted of cut-over land laying idle. The rest of the land had been combed for white pine.

Some observers expected lumbering to disappear entirely at the beginning of the century, but for a number of reasons the industry did not collapse completely. Some of the lumber companies moved inland, for example, the Menominee Bay Shore Company moved to Soperton. A number of other small inland villages developed a lumbering industry. More importantly, the generation of nineteenth century lumbermen only logged white pine. The twentieth century lumbermen, who replaced them, proceeded to use the hardwoods.

Although one-third of Wisconsin's remaining white pine was cut during the first five years of the twentieth century, the state's hardwoods had barely been touched. At the turn of the century, in spite of determined efforts of lumbermen, 58 percent of Wisconsin was still covered by forest. The hardwood forests, however, were not highly

valued. In 1905 the remaining, 1,500,000 board feet of white pine was valued at $22,900,000 of the estimated $36,000,000 inventory of standing timber. The hardwood lumber companies provided a transitional period from white pine to the present age dominated largely by the paper industry in northern Wisconsin. The Thunder Lake Lumber Company, for example, was established in Rhinelander in 1919 when a group of businessmen bought out the Robbins sawmill interests. The Holt family of Oconto continued to cut hardwoods after the disappearance of white pine. The Goodman family in Marinette and the Wells family in Menominee, Michigan along with Isaac Stephenson, sawed hardwoods in the Menominee basin. In fact, by 1914 Marinette had four hardwood mills operating on a 24 hour basis; two mills owned by the Sawyer Goodman company and two mills by the Nelson Ludington Company, the company of Isaac Stephenson. Because hardwoods cannot float on the rivers, hardwood mills in small towns within the present Nicolet National Forest became the successors to the large mills at the mouths of rivers flowing into Green Bay. In addition to the Thunder Lake Lumber Company and the Holt Lumber Company which persisted, the Connor Lumber Company of Laona, the Goodman Lumber Company of Goodman, the Christiansen Lumber Company of Hiles, the G. W. Jones Lumber Company of Wabeno, and the Flannery Steager Lumber Company of Blackwell were organized. The large remaining stands of hardwood in Wisconsin, cheap labor, and the favorable railroad rates all contributed to make the lumber industry an important one during the decade of the 1920's. The end of lumbering occurred not with the disappearance of white pine from the region during the early years of the twentieth century, but with the cutting of the hardwoods at the beginning of the Great Depression.

Although the depression of the 1930's marked a period of particular economic difficulty in northeastern Wisconsin, the program to set up Nicolet National Forest predated the depression. On December 12, 1928, the National Forest Preservation Commission approved the Oneida purchase unit consisting of 151,680 acres of Oneida, Forest and Vilas counties. Much of this land was purchased under the authority of the Weeks Laws which enabled the government to purchase those lands necessary for the protection of the flow of navigable streams.

On March 10, 1932, the National Forest Preservation Commission approved a 68,000 acre addition to the Oneida Purchase Unit and the establishment of a 204,000 acre Oconto Unit. This new acreage covered portions of Forest, Vilas, Oconto and Langlade counties. One year later, on March 2, 1932, a proclamation was issued changing the name of the Oneida Unit to Argonne and designating the areas as Nicolet National Forest.

A major job of the Nicolet National Forest supervisor was the acquisition of new lands. In the spring of 1934, acquisition crews were organized to examine lands for purchase under the Emergency Conservation Works Program. Much of the land bought during this period was purchased at $.50 to $1.00 per acre. The land was cut-over and of little value at the time. Only a few cords of wood were sold in the first sale in 1931. In contrast today the Nicolet National Forest has a current allowable cut of 50,000,000 board feet a year. One cycle of lumbering was ending, another, less colorful, perhaps, but better planned, was just beginning.

A HISTORY OF KNOX MILLS

by Joyce Bant
Prentice, Wisconsin

Knox Mills is a ghost town located in Price County about fifteen miles west of Tomahawk, halfway between Brantwood and Spirit. It is like most ghost towns, it has outlived its usefulness. Its isolated location contributed to its demise. However, the first men of power and influence were attracted to it because of its isolation, and they purchased the whole Knox Mills area because of its wealth of pine timber.

The first owner, Francis Palms, was interested in it solely for the profit he could make from reselling it. Palms acquired the Knox lands a few years after they were surveyed in 1864. At that time all of Northern Wisconsin was a wilderness and the Knox lands weren't even near navigable water. It would be difficult to get the timber out or supplies in. Palms had little competition from other potential buyers because few could afford to pay land agents and timber cruisers as well as taxes until the land could be opened up. He obtained the land free because of his manipulation of various Acts of Congress to provide free land for veterans. He could afford to gamble that the worth of the pine would make the wait profitable.

The Wisconsin Central Railroad pushed through to Worcester in 1873, and ran north and south about ten miles west of the Knox lands. It was that railroad that opened up the territory and attracted settlers and interested buyers. The Knox brothers, William and Samuel, were logging in the Willow area which was located about ten or fifteen miles northeast of Worcester. They brought their supplies along a rail line that intersected the Wisconsin Central Railroad at the point where Palms' land agent, David O'Brien, was located. They were interested in timber land near the Somo River, which they used to drive their logs to the Wisconsin River and downstream to their mill in Wausau. They were also attracted to its isolation because there were no settlers there yet, and so they did not have to pay taxes for roads and schools.

On January 1, 1881, William H. and Samuel G. Knox purchased all of the land Palms owned in Town 35 North Range 3 East and the southern half of Town 36 North Range 3 East, a total of 2,960 acres for $24,000. James McCrossen became a partner. They then contracted with the Wisconsin Central Railroad for timber growing on the 2,400 acres of adjoining land with the agreement they would pay the taxes. Subsequently they purchased additional land and pine stumpage until almost every valuable piece of property with pine timber on it in that block belonged to them.

Palms sold his land just in time for in 1881 the Town of Brannan began using the town system of government where taxes are assessed according to valuation and expenses are shared equally. Prior to this, services were paid for only by those who used them. Lands were reassessed and the bulk of the taxes were assessed on the most valuable property, the pinelands.

The Knox Brothers were not happy with the increase in their taxes. They were there to grab the pine, reap the profits, and leave. First they brought a lawsuit against Price County in April of 1885 to have their taxes lowered. They pointed out that when the pine was cut the land decreased in value and that farmers were improving their property and increasing their crops.

What they didn't take into consideration was the value of the pine in relation to farm crops. However, they met with the County Board and received a rebate of taxes and

withdrew their case from court.

After the tax suit against the county was settled, the Knox Brothers joined with Alex Prentice of the Jump River Lumber Company of Prentice to create a new town. It would include only their land and they hoped to keep it landlocked against new settlers. Unsuccessful at the state level, they appealed to the County Board and on January 30, 1886, the Town of Prentice was established.

Until the Town of Knox was formed in 1895, the boundaries of Prentice and Brannon changed several times. Prentice and Knox even appealed to the state legislature to create a County of Prentice. The Town of Knox finally included only the lands William H. Knox owned in the Towns 35 and 36 North; Range 3 East.

While the Knox Brothers were using their power and influence to determine town boundaries thus protecting their tax interests, they were also using their influence to get the Minneapolis, Sault Ste. Marie and Atlantic Railway to pass through their pinelands. The Wisconsin Central passed through Prentice but Knox was 10 miles east of it. This was the single most important factor in the history of Knox Mills as the railroad was needed to bring supplies in and ship products out. Without it the history of the area would have been very different and Knox Mills would not have evolved the way it did. The railroad was to run along a direct line from Minneapolis to Sault Ste. Marie, at the foot of Lake Superior. In January of 1884, the executive committee of the Minneapolis, Sault Ste. Marie and Atlantic Railway ordered that the rail line be run from the Chippewa River to the Wisconsin Central Railroad near Phillips. A party of fifteen men were then put to work cutting a supply road along the proposed route. A number of families moved to Pike Lake in anticipation of the railroad touching that point.

The Phillips - Pike Lake route, however, was abandoned. Special examinations were then made by a Mr. Willis in December, 1884, and January and April, 1885. The *Phillips Times* issue of July 4, 1885, stated that the people of Prentice were "jubiliant over what they considered infallible signs that the Soo Line would intersect the Central there". The character of the land was a prime factor in the location of the route the railroad was to follow, and the route through the Knox lands was suitable. However, the traffic that would be furnished in forest products was also important and it is this factor that Prentice and Knox used to influence railroad personnel to consider their route. A map of *U. S. Land Surveyors and Original Plats and Field Notes* shows the location of "a large amount of good pine". The railroad was built right through the midst of it.

The point on the Soo Line from which the Knox Brothers loaded their logs and unloaded their supplies became known as Willis, named for the railroad surveyor that located the line through the area. It was located about a mile east on the railroad from where it intersects D just north of Brantwood. The Knox Brothers planned for a town there. The railroad built a depot which was later moved to Brantwood. They also hoped for a post office as the closest one was at Ogema. The Knox Brothers talked of building a sawmill and a grist mill to serve the farming community to the south. Before the Knox Brothers could act upon their plans, the Olson Johnson sawmill and grist mill was built in Spirit which was a part of the farming community south of Willis. Because there were no farms in the locality of Willis as yet, the new mill in Spirit squelched all hopes of a town developing at Willis.

In the summer of 1890 the Knox Brothers mill at Wausau burned and they decided

not to rebuild. This led to the development of Knox Mills. On August 1, 1890, Samuel G. Knox sold his undivided half-interest in personal and real property and timber licenses executed with the Wisconsin Central Railroad to William for $81,500. Samuel moved to the pinelands of Minnesota, establishing a mill north of Ely, which he named Winton after his son-in-law, W. C. Winton.

William decided to stay and finish cutting the pine. He moved his mill operations from Wausau to Section 21. His millsite was on Long Meadow Creek, now known as Knox Creek, a small stream that could be dammed up for a mill pond. It was almost five miles south from the closest railroad, the Minneapolis, Sault Ste. Marie and Atlantic, consequently, in 1890 he constructed a branch railroad from what is now Brantwood to his millsite in Section 21.

After the branch rail line was completed, Knox quickly finished construction of his mill in June, 1891. It was the last of the pine lumber mills to be erected in Price County and also one of the largest. If you average the total output of lumber with the number of years it ran, then Knox's mill would have been the second largest pine lumber mill in the county in production even though the pine had already been shipped out of the area for ten years before the mill was built. Only the J. R. Davis mill at Phillips averaged more board feet of lumber a year. In May of 1894 Knox reported shipping daily from the 14,000,000 feet of lumber in his yard. His mill had started up on January 14th and been running continuously since. He sawed 55,000 feet a day until May 1st when he increased his output to 75,000 feet a day. He had 10,000,000 feet of logs in his yard which he expected to have sawed by October 1st. That year he didn't make shingles but turned out some 30,000 lath a day. The mill was a double one with two band saws and two carriages. The main mill included a lath and shingle mill. The planing mill was in a separate building.

Knox built his town around this mill. It was divided by the creek. On the east side of the creek were two boarding houses, one of which was three stories high, six houses with two families living in each, a lumber company office, a lumber company store, a school, and a post office. This part of town was called Frog Town. On the west side of the creek was the mill and twelve houses for employees. This side of town was called Pig Town because every family there owned one or more pigs. Frog Town and Pig Town might not sound too attractive but in the *Prentice Calumet* of December 8, 1900, Mrs. Thomas Hamblin of Tomahawk was quoted as saying that "she would like to move here as the scenery is perfect."

Beyond this nucleus Knox Mills extended to the school district #1 boundaries. Within those boundaries were nine whole and four half sections, a total of 7,040 acres. If you were born or died within those boundaries the record gave the place of birth or death as Knox Mills. Therefore, Knox Mills was not only the little mill town but also the entire farming community that surrounded it.

Knox Mills was the hub, and logging trails led into it from all directions like spokes. These logging trails were used year after year and were as important to Knox Mills as the railroad. Logging operations went on over those roads day and night during the winter months. At night the roads were iced and during the day timber was hauled out of the woods over them. The roads had such heavy traffic that their imprint is still visible in places even though it has been over 50 years since they were used.

Knox operated a farm to feed his employees. That farm was located in Lincoln County, at the end of Carpenter Road off Highway T, about a mile south of Highway 8.

The Big Somo River flows just south of there. The Knox farm fed logging crews prior to the dissolution of the partnership between the two brothers. After the milltown was finished Knox built a tote road from the town to his farm located eight miles away and laid rails so he could run his train there to bring in supplies.

Knox had always been interested in local politics, and when he built his mill he also ran for Chairman of the Board of Supervisors. More than one hundred votes than ever before were cast that year in the Town of Brannan. The voters elected Knox's entire ticket defeating Peter Ring, John Bergeson and C. B. Nelson, all of them long standing public officials. From the time he ran for office in 1891 until the time he left Knox Mills in 1896, he served as Chairman of the Board of Supervisors for his town and his choice of officers continued to run that town. The *Prentice Calumet* of July 7, 1896, stated that Knox had "for years been among the head of the Democratic column of this county, and his strength is not to be underestimated. He has controlled every vote in his own town and Brannan. His superior business ability and familiarity of public affairs being well known to his townspeople they have fallen into line and voted whichever way W. H. Knox voted."

Accustomed to accomplishing whatever project he pursued, he used his influence to have the Wisconsin Bee Line and Superior Railroad, a full rail line, plan to pass through Knox Mills from Merrill to Phillips. It was to be completed by 1893 but never materialized.

When those plans failed Knox turned to another railroad company and tried to persuade them to pass through Knox Mills. On March 1, 1895, he influenced the Town of Brannan to purchase $5,000 worth of bonds from the Merrill, Antigo and Eastern Railroad Company. That railroad was to construct a line extending from near Prentice and passing through Knox Mills to the city of Merrill. It was to be in operation not later than August 1, 1896. However, that railroad, too, never materialized. Ironically, William H. Bradley, the founder of Tomahawk, feared that the railroad would hinder the development of his city even though he was later to purchase the Knox lands and then wish that a railroad had passed through there. He organized the Marinette, Tomahawk and Western Railway Company in 1894 with a capital of one million dollars and extended it east and west from Tomahwak making an east - west railroad through Merrill unnecessary and thus vanquished the hopes for the future of Knox Mills. Knox had lost his last hope of getting a full railroad to pass through his town. Besides he had cut most of the pine and settlers were moving in requiring services. That summer he advertised his lands and town for sale. The *Prentice Calumet* of January 1, 1897, reported that "when William Knox heard the report of the expert and learned the financial condition of the county he put more men at work tearing down the mill to move it out of the county quick".

Before Knox could sell, his planing mill was destroyed by fire. There was no insurance and the loss was $6,000. By the end of 1896, William H. Knox had sold his lumber mill to a party in West Superior, Wisconsin, and his lands to Engebreth H. Hobe. The mill building was torn down and it, and all of its machinery, was shipped to West Superior. Before leaving Knox also removed all the tracks. He was 65 years old when he left Knox, time to retire. Instead he located in Sabine County, Texas, where he built two large mills at Hemphill and a railroad to Bronson. One mill burned in 1937 and the other was sold to Temple. The Temple Eastex mill is still there.

The town that Hobe bought was a virtual ghost town. The only inhabitants of the

town had been the mill employees and the families of the men engaged in the logging operations. Since none of them owned land they had no reason to stay. Most of them found jobs with Samuel Knox at Winton, Minnesota.

The school census of the 1897-98 term reflected the small population of Knox Mills the year that Knox moved. The pupils came from a three mile radius. Only seven were enrolled. Hobe planned to build and operate a mill at the site and to place settlers on the land.

Before coming to Knox Mills, Hobe had been engaged in the real estate business in Norway, Iowa, and Minnesota. He was appointed Swedish - Norwegian Vice Consul in 1891, an office he held until 1931. This consular position brought Hobe into contact with many Norwegians in the Midwest. It is perhaps for this reason the majority of settlers attracted to Knox Mills were Norwegians from Iowa and Minnesota.

Within a year after E. H. Hobe purchased the company town of Knox Mills, a mill was built and operating, the railroad had been relaid and the area was beginning to be settled. Not only were settlers new to Knox Mills but the logging industry was different as well. William H. Knox had cut most of the available pine but now they cut mostly hemlock and hardwood. A scale for hemlock tanbark was established at Knox Mills making it a shipping point for that product. Previously tanbark had to be scaled at Prentice. Cars were spotted at nearly every settler's home to be loaded with wood. Knox Mills shippers could not get cars as fast as they could load them. The *Prentice Calumet* reported as many as fifty carloads of wood a week going out over E. H. Hobe Lumber Company's railroad. Hobe employed 65 to 90 men for nine months of the year. At the end of the logging season the men who weren't farmers grabbed the Soo Line for the harvest fields of North Dakota.

By the end of 1901 Knox Mills had a new owner. Mr. Hobe had sold his entire holdings to Bradley and Collins of Tomahawk. The President of the company, William H. Bradley, had been extending his interests west of Tomahawk for several years. By the time Hobe offered his holdings for sale, connections by rail and phone were complete as far as Spirit. Knox Mills was only a few miles to the north. Bradley hoped to extend his rail and telephone lines there as well. The future of Knox Mills looked bright with Bradley at the helm. However, on January 7, 1903, not much more than a year after he purchased Knox Mills, William Bradley died.

Bradley had not believed in shipping raw material to other points to be manufactured. However, the new management wanted Tomahawk to be the sole place of manufacturing for all of their timber interests, and began construction of a larger mill there. They began selling their business enterprises at Knox Mills, liquidating the stock in their Standard Mercantile Store, and selling the branch of the railroad from Brantwood to Knox Mills to the Soo Line. They would continue to operate their mill there until the new mill at Tomahawk was built in 1905 and then sold it to John Oelhafen to be moved to Tomahawk. They retained the mill property.

Soon after Knox Mills lost its mill, which was not only a good tax base for the Town of Knox, but also a good source of employment, the country was hit by a nationwide depression which lasted until 1909. Knox Mills continued to be a shipping point during the logging season. During the summer months, however, the old mill property was vacant and the grass there grew lush and green. Arthur Lind, born in the present Town of Knox in 1885, talked about picking raspberries along the way as he herded his cows there and back. He and other farmers in the community allowed their cows to

graze there so they could use what little land they had cleared for crops. Soon after the depression ended two local farmers, the Berhow brothers and Louis Larson, began operating portable saw mills on their property, and sawed mainly for the local trade.

In 1913 the Bradley Company began selling off the original 120 acre millsite. It was sold off in three 40-acre parcels to local men. When John Wayrenen of Brantwood purchased one of the 40-acre tracts he also purchased Louis Larson's mill and set it up on that property. He later joined a partnership with Fred Kerttula, Vale Jokela, Erick Simola and later John Morner. The mill changed hands among these men several times during the time it operated but it was always commonly known as the Finn Mill.

By 1941 a growing economy and World War I increased the demand for wood products. Business at Knox Mills escalated. The Rhinelander Paper Company's gasoline powered loading rig handled about two million feet of hemlock. The Mason-Donaldson Company had about two million feet of logs, and the Wisconsin Veneer Company about half a million feet of veneer stock. These reports were made when not more than eighty percent of the winter's cut was in.

In January, 1916, there was such a demand for wood products that the agent at Brantwood made preparations for fifty cars a day to go out over the Knox Branch, most of which were to go to Rhinelander. Business was so brisk that tie loaders saw this as the time to ask for higher wages and got a raise from $1.20 to $1.40 a hundred. Again, the population of the school reflected the prosperity of the community. By the 1916 - 1917 term the population of Knox Mills had increased so much that the little school was no longer big enough. It had to be added onto to accomodate the increase in attendance. The school census showed at least 80 school age children and at least 40 were expected to attend.

In 1917 the United States entered World War I. The good economy and demand for wood products brought on by the war continued. The old millsite at Knox Mills became very attractive to potential mill operators. Just before the war ended in 1919 the Northern Realty Company and Gust Krans purchased one 40-acre tract from George McConnell, and leased five acres from Charles Alm, both farmers who had purchased 40-acre tracts of the original millsite. It was on this leased property, just west of Knox Creek, on the south side of Old Mill Road, that they located their mills, a sawmill and a shingle mill, and began purchasing logs from the farmers in the area. Right after they built the mill they found it to be too small for their needs and so remodeled it and put in larger machinery. By the fall of 1920 the mill was completed and they began looking for men to operate it.

When Tom Kring returned from World War I he and his brothers purchased the Berhow Brothers mill. In 1920 they took a job sawing for the Finn Mill and moved their mill onto the Finn Mill property. Those two mills were both located just east of Knox Creek on the south side of Old Mill Road.

Besides the permanent mills there were two sawing rigs set up at the landing operated by local businessmen. One, set up in 1920, was operated by a company of six including three Kaski Brothers; another, set up in 1921, was operated by the Keto Brothers.

Until they closed, those mills would operate at the whim of the nation's economy. Soon after the mills began operating there was a nationwide business recession which was caused in part by a glutted market. The Krans mill, which sawed lumber, closed down for an indefinite period. The Kring Brothers and the Roddis Lumber Company of

Marshfield produced railroad ties through the recession. Although business was curtailed and employment was down, the local farmers were kept busy peeling and loading ties.

By the logging season of 1921 - 1922 the recession was over but the amount of lumber sawn was down 40% because the building season's need for lumber could not be foreseen. By the fall of 1922 the dry lumber in stock was depleted and business at Knox Mills was stepped up. There was so much activity and so many men working there that housing them was a problem. Men who didn't live in Knox Mills had to find room and board. Shanties were built near the landing to house the men who loaded railroad cars for jobbers and some board was provided by farmers and some by jobbers who set up cook shacks. The mill operators set up their own camps. During the winter these camps were set up in the woods and in the spring were moved back to the millsite.

In January of 1923 the mill set up by the Northern Realty Company and Gust Krans formed a corporation called the Hill Timber Company. The owners were O. A. Johnson and Gust Krans of Phillips and C. A. Lofquist of Ogema. In November of 1923 the two Phillips men sold their interests to B. G. Engstrom and his son, Joel, of Westboro. That mill was known first as the Krans Mill and later the Engstrom's Mill. After Engstrom purchased the Krans Mill, he built a boarding house nearby so he wouldn't have to move his camp buildings back and forth. Tom Kring moved a home near his mill and moved his family there, while J. B. Engstrom also built a bungalow near his mill and moved there in 1924 with his family.

Besides the mills in Knox Mills, larger companies such as Roddis Lumber Company of Marshfield and Frank Theiler of Tomahawk and also numerous smaller jobbers that operated in the immediate vicinity loaded their forests products at the railroad landing there.

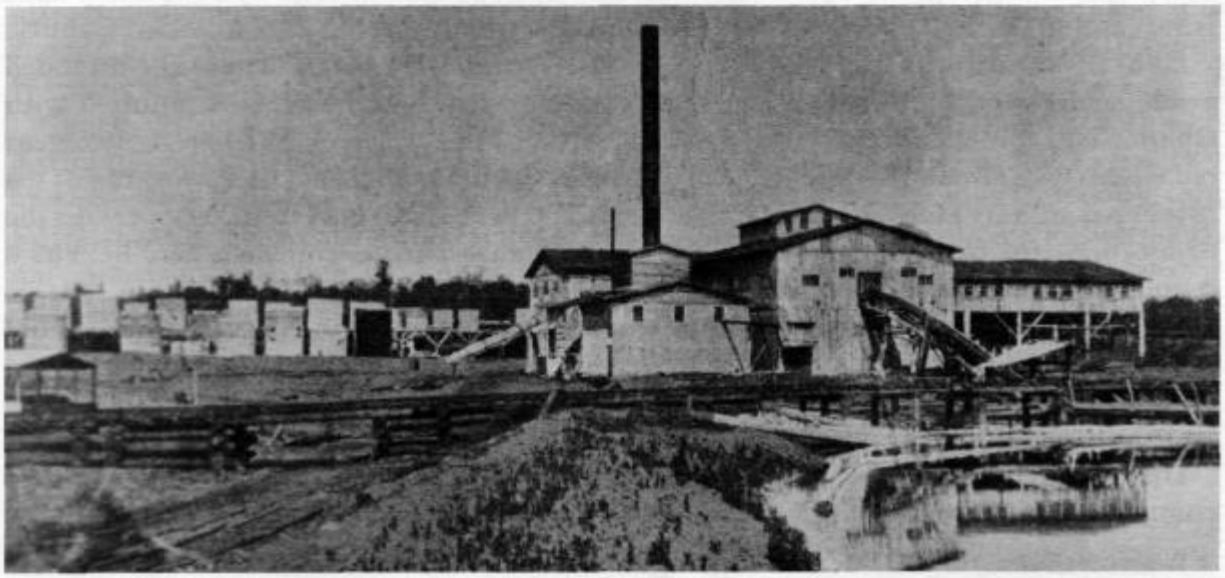
In 1926 C. R. Stein built a cheese factory next to his store. Farms were being carved from the cutover. Encouragement was given by the government's handout of dynamite left over from World War I to the farmers. Federal aid to improve roads was doubled for necessary marketing of farm products and to furnish employment, an indication that the nation's economy was lagging. When Knox Mills was developing, Professor W. A. Henry of the Wisconsin School of Agriculture had pointed out that productive farms could be made from the cutover and encouraged their development. Farming activity had increased enough in Knox Mills to run a cheese factory locally. Knox Mills still had its logging industry and the future looked bright for farmers as well. With this outlook another store, the Swenson store, was built at Knox Mills in 1926.

In 1925 predictions were made that there were only five more years of timber left to be cut around Knox Mills. That same year an amendment passed for the state to assist in restoring the forests. Dean H. L. Russell of the Wisconsin School of agriculture pointed out the need for reforestation to keep the wood using industries at work. Clearing land for farms from the cutover and depletion of forests had gone unchecked too long. About this time the timber industry hit a recession which halted the logging in the area and kept it from being cut over completely. Methods of logging and transportation were changing also. Wood was being trucked out of Knox Mills and surrounding areas instead of by rail.

In 1927, business was winding down at Knox Mills; the Finn Mill moved out and Kring's Mill remodeled a car engine to run that mill in an attempt to "hang on". By

1930 most of Engstorm's forest products were being trucked out and the train made fewer trips to Knox Mills. During the week of July 27th, 1931, the rails were removed from the Knox branch. The Knox Mills' lumbering days were over.

Although the Knox Mills lumbering days ended about the time the rails were removed, farming remained a major industry in the area and the cheese factory continued to operate until the fall of 1975. Now the farming community is nearly gone as well; only a few farms struggle along. Almost everything either burned to the ground or was torn down. Most everyone has forgotten, or never knew, that a bustling little town once lived there.



Sawmill and mill pond at Knox Mills
(Courtesy Arnold Swenson)



Portion of the Village of Knox Mills
(Courtesy Leo & Sidney Pierson)

THE SAGA OF THE FISH LUMBER COMPANY

by Ralph M. Colburn
Hiles, Wisconsin

In April of 1984 I drove to a pleasant farm home a mile east of Elcho, Wisconsin to visit eighty year old Hattie Westcott Fish, the widow of Glenn W. Fish, both former citizens of Hiles, to get a story on their lives and to gather information regarding her father-in-law, Charles W. Fish. Charles W. Fish arrived in Elcho in 1905, and from 1917 to 1926-27 owned the town of Hiles where he operated a large and active sawmill, planing mill and logging operations that had been started in 1902 by Franklin Pierce Hiles, son of "King George" Hiles, the lumber baron of Dexterville in Wood County.

Hattie Westcott was born in North Crandon (Argonne) in 1904. There she attended grade school and high school. During her senior year, she became acquainted with Glenn Fish, son of Charles W. and Grace Vernier Fish of Elcho. The twenty-two year old Glenn was already living in the busy and attractive village of Hiles, working at his father's company store. He had arrived from Elcho in 1919 right from service with the army in World War I. Prior to the war, he attended Racine College where he was a regular on the baseball team until an injury ended his sports career.

In 1922, shortly after school graduation, Hattie Westcott and Glenn Fish rolled out his Model T, and like a lot of other young people of that period, drove north across the state line to Iron Mountain, Michigan, where the wedding could proceed without a waiting period, and were married.

Upon return to Hiles, the newlyweds moved to a house belonging to his father's company. Hattie recalls, "Rent for our home was $9 per month, the garage took another $1.50, and for another $1.50 we got medical care from Dr. Shilliday, the company doctor, who lived next door."

During their eight years in Hiles, Glenn was promoted to manager of the company store. Major Miller, long time friend of Charlie Fish, was the "Big Push" of the whole operation including the sawmill, stave and planing mill, logging operations, logging railroad, and the entire town of Hiles. Charles Fish's daughter-in-law, Hattie, adds "Miller was the head man in Hiles but the chief was always C. W. Fish. He drove over once a week from his offices in Elcho, arriving in his sporty Franklin roadster to confer with Major Miller and to inspect just about everything. On other days of the week Glenn's father was busy with business affairs and his lumbering operations at Elcho, Antigo, Birnamwood, and Crandon."

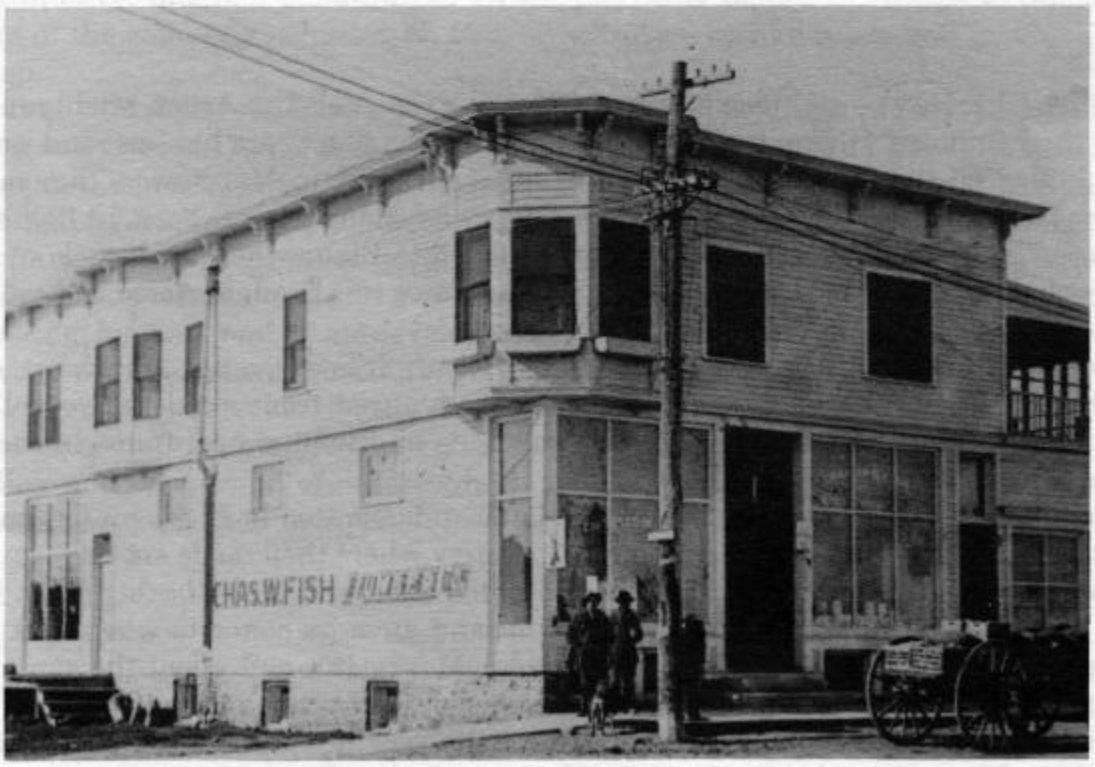
Under the general directions of Fish, Hiles was an ideal village in which to live. It was a show place, often called the White City for every company-owned house and all of the buildings were painted white. Ten beautiful cast iron lamp posts lighted the streets. It was a community of pride with trimmed lawns, cultivated gardens, and an attractive park with a running water fountain. The park stood at the top of the grade leading down to the sawmill and mill pond. The boarding house, with its excellent dining room and recreational quarters, stood on the east side of the park overlooking the Pine Creek Valley. There was baseball in the summer. Nearby, Pine Lake and the headwaters of the Wolf River provided good fishing and swimming. Close by were miles of trout streams. Good hunting for deer and partridge prevailed and berry picking was a family affair. Not much cash was needed for employee wages were paid, at least in part, with "C. W. Fish Company" brass tokens that were welcomed at the

company-owned store. Medical care was provided by the company doctor. The "White City" was the complete place to live.

When the C. W. Fish enterprise failed and went into receivership in 1926-27, young Glenn Fish was out of a job and his father, Charlie Fish over at Elcho, was not much better off. In 1927 Glenn and Hattie and their young family left Hiles and moved to Elcho. They were among dozens of families across Wisconsin forced to seek opportunities elsewhere as sawmills closed. Some went to jobs with mills in the Pacific Northwest and one small group from Hiles even moved to the Matanuska Valley near Anchorage, Alaska, which was then being developed as a farming area.

These were trying days, too, for Charles Fish. He and his wife gave up their attractive home in Elcho and moved to a potato farm that he had owned. But this wasn't his game and in 1913 he borrowed a few dollars and moved to Randle, Washington.

Charlie Fish was one of three sons born to Oliver C. and Priscilla Schooley Fish. His birthdate was August 28, 1878, and his birthplace was Toronto, Canada. His two brothers were Donald, who had worked in the office of the Fish Lumber Company, and Edward, who became a medical missionary in China. A year after Charles was born his parents moved from Toronto to Michigan where his father continued as a lumber inspector and business manager.



Hotel at Hiles, Wisconsin ca. 1925 (Author)



Homes at Hiles, Wisconsin - "The White City"
ca. 1925 (Author)

When Charles was eighteen he married Grace Vernier of Ann Arbor, Michigan. She and their first son, Glenn, lived in Toronto during the four years her husband worked and sailed on the Great Lakes. When Charles got a job in Manitowoc, they moved there. In Manitowoc their two daughters, Grace and Blanche, were born. In 1905 when Charles Fish was 27 years old, the family moved to Elcho where Fish took a job as store clerk for the G. W. Jones Lumber Company that was headquartered in Appleton. Jones also operated a large sawmill in Wabeno.

Young Charles W. Fish stood a full six-feet - lean, friendly, agile, and sharp. After arrival in Elcho, this dynamic businessman advanced from a thirty-five dollar a month store clerk to a millionaire with sawmills and lumber operations in the five towns from Birnamwood to Hiles.

In addition to his lumber activities, he built and operated in Elcho an automobile garage, a blacksmith shop and livery, a creamery where they made six flavors of ice cream, a plant that manufactured wooden porch swings, and the barber shop. Even the bandstand in the park where the town band gave its concerts was a gift from Charles W. Fish. In 1911 he built the popular Musky Inn and about the same time helped organize the Elcho Bank where he served as director and president.

In 1916 his Elcho sawmill burned. Within the year it was rebuilt and in 1917 he purchased the town of Hiles from the Forester-Mueller Company. During these two busy years, he constructed an imposing home on the rise overlooking the town of

Elcho. As becomes a lumber baron, Fish traveled in style, sometimes in his air-cooled Franklin roadster, sometimes in his larger chauffeur driven auto, and sometimes, on longer trips, in his private railroad car.

These were busy times, but the energetic Fish, who knew how to delegate authority to his men, found time to take an extended camping trip through Alberta and other parts of Canada, and, in 1919, at the end of World War I, he traveled through Europe. During this trip business conditions back home in Wisconsin slumped and his manager cabled, "Market dropping rapidly. If it were my lumber, I'd sell." Fish promptly cabled back, "It's not your lumber." Upon return he was able to borrow one million dollars to tide the company over. As the business climate turned for the better, he paid off the loan; the cancelled check for $1,000,000 was framed and hung over his desk.

When the main street of Elcho burned in 1923, it was Charlie Fish who rebuilt a whole business block under one roof - a forerunner of today's enclosed shopping malls. This was the period when buildings he owned in his home town were constructed or refinished, at his direction, in English Elizabethian architecture with its beautiful half-timbered style that he had learned to enjoy while traveling abroad.

By the late 1920's, sawmill and lumber operations in Wisconsin were in trouble. A few survived, but for many it was the end of an era. There had been little or no control in the cutting of timber. Great slashings covered the former wooded areas. There were only limited conservation programs. Fire often burned beyond control. Forests were depleted. The raw material was gone. Lumber companies lost heavily and the great Charles W. Fish organization, including the town of Hiles, went into bankruptcy. In 1926-27 Fish's assets were taken over by the Chicago Title and Trust and his long time acquaintance, Mitchell Johannes of Green Bay, was placed in charge to liquidate assets of the company. Charles W. Fish was broke - he had made and lost his first million.

During 1928 Fish was barely able to hold onto the land near Elcho where he had moved and cleared 170 acres for a potato farm. This project didn't hold him and four years later, when he was fifty-two or fifty-three, he and his wife moved to Randle, Washington, searching for a "second start" in the logging and lumber business.

At Randle, located 25 miles northeast of Mt. St. Helens and south of Mt. Rainier, Charles first worked in a bank and then, with renewed energy, again ventured into lumbering, logging, real estate development and home building. Though starting over at an age when some are thinking of retirement, his business skills were still there. In 1952, when he was seventy-four, the Senior class of Randle High dedicated their yearbook to him for his generous monetary contributions that, "made possible the building and completion of our new high school." He was again a millionaire!

Charles W. Fish died in April of 1957 at Morton, Washington.

JOHN MUIR - MASTER WOODWORKER

by W. G. Youngquist
Madison, Wisconsin

John Muir was a man of many talents. He is well remembered as a great naturalist, an eminent botanist, a leader in the early conservation movement, an expert on the glacial history of the Yosemite Valley and Alaska, and as a noted writer. He is also remembered as the father of our national parks, the man who saved the redwoods, and the founder and first president of the Sierra Club. These achievements were realized after Muir was thirty years of age and a resident of California.

John Muir had two other talents of particular interest to the members of the Forest History Association of Wisconsin. As a youth in Wisconsin he invented many ingenious devices, and built them almost entirely of the wood he found growing on the Muir pioneer farm. Muir became an artist with wood.,

John Muir was born in Dunbar, Scotland, April 23, 1838. On February 18, 1849, when John was eleven, his father Daniel interrupted the children's evening study with the startling announcement, "No need to study tonight. Tomorrow we go to America."

Father Daniel, brother David, sister Sarah, and John, actually did leave the next day. The others of the family came six weeks later. They were six weeks and three days on a sailing ship to New York. Like many other Wisconsin-bound settlers, they sailed up the Hudson River to Albany, passed through the Erie Canal, and sailed the Great Lakes to Milwaukee. There, father Daniel hired a team and wagon to take them to Kingston, Wisconsin, where other Scots had settled.

Daniel found land on Fountain Lake in the sand country nine miles north and east of Portage. They cleared trees, broke the ground, and raised wheat as a cash crop. The Fountain Lake area is now a beautiful county park.

After two years they moved to a large tract, Hickory Hill, about five miles distance. There they began the back-breaking work of clearing land again. It was there at Hickory Hill that John did his early inventing and woodworking.

Father Daniel was a harsh taskmaster and a religious fanatic. At first he helped with the farm work, but in a few years he retired to his den to read his Bible and to give orders. Only the Bible and other religious books were allowed in the home. John secretly borrowed books from the neighbors: on mathematics, some of the great classics, and one precious book on the laws of the pendulum. John was largely self-taught. He had attended country school for less than two months while at Hickory Hill.

John demonstrated his independent manner of doing things at an early age. A neighbor recalls, "He struck his axe straight into the tree horizontally, then by swinging upward strokes he made the chips fly. When his tree was down it had a square, smooth end."

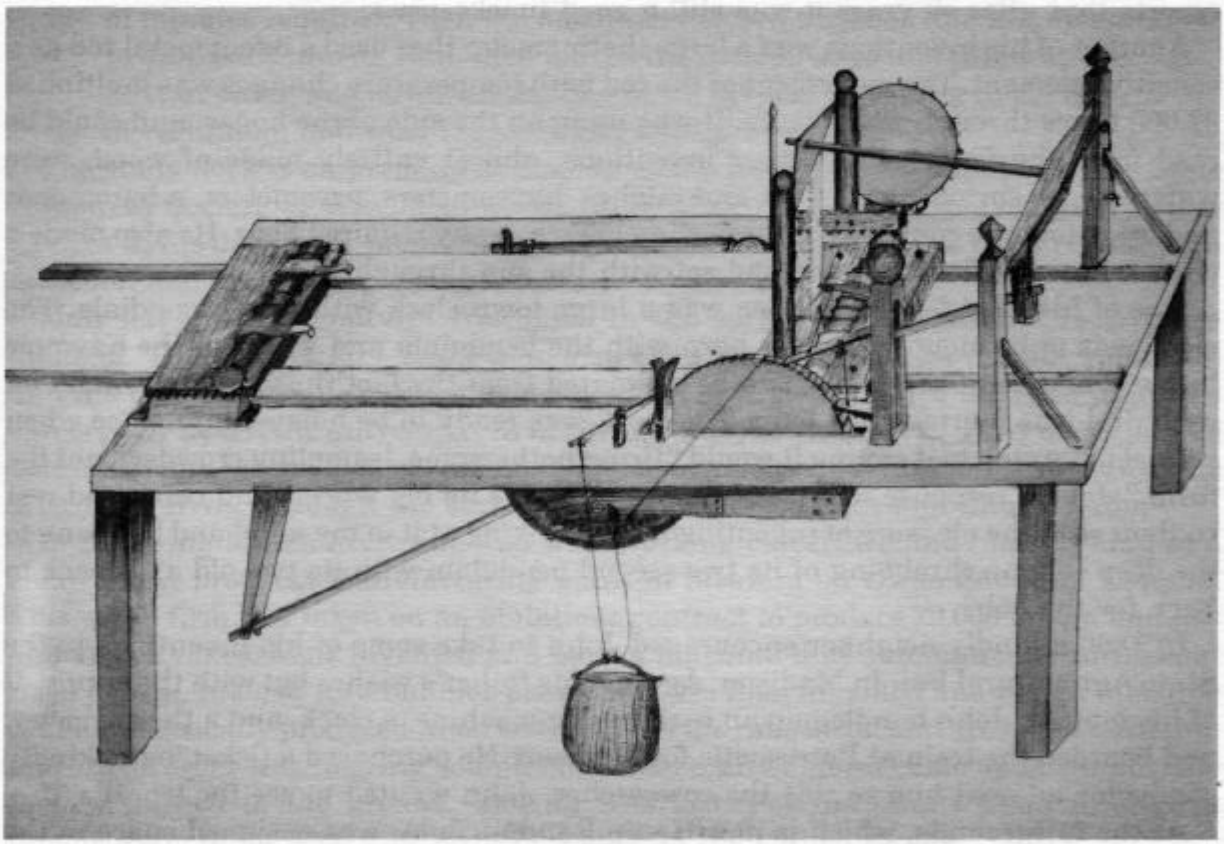
The Muir day was long and hard. Everyone was required to rise early, work hard all day, and retire at the same early hour in the evening. No idle talk was allowed at the table during meals. John tried to sneak a few minutes in the evening to read and to work on his own, but his father would have none of that.

One day father Daniel made a great mistake. At the supper table he said, "John if you will read you may get up as early as you wish." He, of course, had the Bible in mind. John reports that he woke up at 1 a.m. the next morning and maintained that

schedule for the rest of his stay at Hickory Hill. He walked out the back door and entered the dark, cold cellar through an outside entrance. Here, by the light of one tallow candle, this young genius began his career of reading, inventing, and woodworking.

On cold days it was below freezing in the cellar. John made most of his own woodworking tools. He made compasses, bradawls and punches from scraps of metal. He made a finetooth saw from a metal stay from a woman's corset, a source of tool steel not now readily available. The constant tapping and sawing under his father's bedroom at night annoyed Daniel greatly, but he was a Scot and did not go back on his word.

John Muir's first important invention was a self-setting sawmill. Unfortunately, we have only limited information on the design and operation of that mill. Evidently the "self-setting" feature was an important part of the design, because Muir used that term even in his later years. From his autobiography, *The Story of My Boyhood and Youth*, we learn that he made a model in his cellar workshop and wrote, "After completing my self-setting sawmill, I dammed one of the streams in the meadow and put the mill into operation." He later states that after the mill was proved, he discarded it from his mind.



Self-setting Saw Mill
(Courtesy State Historical Society of Wisconsin)

Muir's autobiography contains a sketch of his model sawmill. The sketch was drawn some years later by Muir while he was a student at the University of Wisconsin. The original sketch of the model mill is on file in the archives at the State Historical Society of Wisconsin at Madison. The operation of the mill, and especially the self-setting feature, is not made clear in the sketch. A vertical, reciprocating saw, called a muley saw at the time, is shown in place.

We gain additional information about this mill from the biography, *The Life of John Muir*, written by Linnie Marsh Wolfe. While writing her book, she interviewed family members and also Muir neighbors in the Hickory Hill area. She tells us that, in the mid-fifties, John Muir invented a double rotary saw for his tiny mill and it worked with efficiency.

John's next invention was a ingenious clock made of hickory. At that time John had never seen the inside of a clock; thus he was forced to invent his own escape movement and other mechanisms. That clock struck the hours and indicated the day of the week and the month. It also had an attachment that could be connected to a pivoted bed; it placed the sleeper on his or her feet at any desired time in the morning. It could also start fires and light lamps. Daniel Muir secretly admired that clock, but gave no word of encouragement to John.

Muir's next clock, also of hickory, was shaped like a scythe to symbolize the scythe of Father Time. On the snath he carved "All Flesh is Grass," a Biblical quotation to please his father. John later had this clock shipped to his home in California, and reports that after 50 years it was still a good timekeeper.

Another of his inventions was a large thermometer that used a 3-foot metal rod as a sensitive element. The movement of the rod with temperature changes was multiplied 32,000 times through wood gears. It was hung on the side of the house, and could be read from the field below. Other inventions, almost entirely made of wood, were waterwheels, curious door locks and latches, hygrometers, pyrometers, a barometer, and an automatic contrivance for feeding horses at any required hour. He also made a clock whose single hand rose and set with the sun throughout the year.

One of his grandest inventions was a large town clock with four large dials. The clock was to be mounted on the barn with the pendulum and works in the haymow below. The size of that clock can be estimated from the fact that the main hand on each dial was fourteen feet long. The clock was ready to be hoisted into place when Daniel put a stop to it saying it would "Bring bothersome, trampling crowds about the farm." John's response was "So I had to lay aside its big wheels and cams and rest content with the pleasure of inventing it, and looking at it in my mind and listening to the deep solumn throbbing of its two-second pendulum with its two old axes back to back for the bob".

In 1860 a kindly neighbor encouraged John to take some of his inventions to the State Agricultural Fair in Madison. Against his father's wishes but with the approval of his mother, John bundled up an early rising machine, a clock, and a thermometer, and boarded the train at Pardeeville for Madison. He purchased a ticket, but a kindly conductor allowed him to ride the cowcatcher. John wanted to see the world.

At the fairgrounds, which is now Camp Randall, John was assigned space in the Fine Arts Hall. There, with the help of a carpenter, John set up his exhibit. He also set up a crude bed to use in demonstrating his early rising machine. Here the young lad from the country in his rough, homemade clothes lectured about his inventions to ever

growing crowds. At the right moment during the lecture, the early rising machine tipped the bed to an angle of 45 degrees; two young and willing boys were thrown on the floor. The thermometer in the exhibit used the metal face of an old washboard to sense the temperature. The thermometer was so sensitive that, as someone in the crowd approached or receded, the dial indicated the change in temperature. Muir and his inventions received a great deal of publicity; stories even appeared in Eastern newspapers. Muir reported he was awarded a diploma and a prize of $10 or $15. Hickory Hill could no longer hold John Muir.

Muir entered the University of Wisconsin in 1860 as a special student. He was assigned to a room in North Hall, then a dormitory. He took courses that were of special interest to him.

He worked part time, but still found time to continue his inventing and woodworking. It was here that he built his famous study desk. The operation of the clock-study desk is best described by Muir:

> I invented a desk in which the books I had to study were arranged in order at the beginning of each term. I also made a bed which set me on my feet every morning at the hour determined on, and in dark winter mornings just as the bed set me on my feet on the floor it lighted a lamp. Then, after the minutes allowed for dressing had elapsed, a click was heard and the first book to be studied was pushed up from the rack below the top of the desk, thrown open, and allowed to remain there the number of minutes required. Then the machinery closed the book and allowed it to drop back into its stall, then moved the rack forward and threw up the next in order, and so on, all the day being divided according to the time of recitation, and time required and alloted to each study.

The study desk is on permanent display at the headquarters building of the State Historical Society of Wisconsin at Madison. Muir built and displayed many other devices in his dormitory room in North Hall; it is reported that his room resembled a museum, and drew many visitors.

Muir left the University of Wisconsin in the spring of 1863 without receiving a diploma. These university years were also Civil War years. John did not volunteer, and his number was not drawn in the draft. A strange interlude followed in Muir's career after he left the university. In his own words, he "wandered away on a glorious botanical and geological excursion." The excursion took him up and down the Wisconsin River, through the state, around the Great Lakes and into Canada.

In following Muir's inventing and woodworking career, we find him working in a small forest products manufacturing plant in Meaford on Owen Sound in Canada. This small firm had taken on an ambitious contract to produce 30,000 broom handles and 12,000 rakes. Muir invented and built a machine that automatically turned out eight broom, rake, or fork handles per minute. He then invented and built a machine that automatically produced wood teeth, drilled the rake head, and drove the teeth into place. The order was nearing completion when a great storm came up one night, the factory burned to the ground, and all was lost. For his efforts John received a promisory note for $200 and train fare back to the United States.

In the spring of 1866 John began work for Osgood, Smith, and Company in Indianapolis, Indiana. This firm was a large manufacturer of wagon wheels and carriage parts. John's talents were quickly recognized. During the first week he was in

charge of one circular saw. During the second week he was in charge of all circular saws in the plant. Following that he was in charge of the installation of new machinery. He then was given the freedom to suggest improvements in plant operation. He changed the work-flow pattern, standardized parts, and made suggestions for improved working conditions, hours of work, and more efficient use of power. He invented a large press by which all the parts of a wheel, except the iron rim, were pressed into final wheel form.

In March of 1867 John and a helper stayed late at the factory to adjust a new belt. As John was unlacing the belt, a small, sharp file he was using slipped and punctured his right eye. He lost the sight in that eye immediately and in a short time lost sight in the other eye. Doctors could not agree on his chances for recovery. For weeks he lay in a darkened room. Fortunately for John Muir and for us, he did fully recover his eyesight. This accident, however, ended his inventing and woodworking career. The rest is well documented history.

John Muir died in 1914 on Christmas Eve. He was 76. It is proper we add "Inventor" and "Master Woodworker" to John Muir's list of notable accomplishments.

LUMBERJACK TALES OF N. W. WISCONSIN - ALL TRUE

by R. C. (Doc) Brown
Eau Claire, Wisconsin

What you have heard up to now is pure, well documented history. It has been good! Now relax, and I shall tell you some tales of northwestern Wisconsin. The following are four stories from my collection. They are as truthful as I can make them, but some details may have been "touched up" during the years.

Rusk County's Petrified Man:

In January 1926 *The Ladysmith News'* reporter by the name of Manley Hinshaw wrote an article for the paper that has become a classic. It has been published and republished many times, including one of the 1986 issues of *Chips and Sawdust.*

Apparently, Hinshaw, whose family had a big shoestore, needed another job and found one on the staff of the local paper. He wrote under the pen name of the "Rusk County Lyre" when he was writing material other than real news. He also authored several other "tall" tales, but none got the attention that the "Petrified Man" did.

The story is simply that of two lumberjacks that felled a mature basswood tree north of Ladysmith as part of a logging operation. With the tree down, they started bucking it into log lengths. After a couple of cuts were made on the trunk, they started another and promptly the saw hit something that was stony-hard. They moved to a place several feet away, but hit something equally hard. With their curiosity aroused, they then chopped open the tree and found a buckskin clad figure of a man that had turned to stone. He had some papers on his clothing that identified him as a "Captain D'Artagnon" who was in the Father Hennepin party that had come up the Chippewa Valley about 1660. The article attracted national attention, and a week or so later several large metropolitan daily papers wired Ladysmith for additional details. I've also heard that the Pathology Department of the University of Wisconsin Medical School asked the State Historical Society if they could "examine" the body.

At this point the hoax became apparent, and suitable excuses had to be made by the paper.

If a forestry expert would have been consulted, the whole things would have been more obvious. Mature basswoods do not live for 266 years, and if you do get an elderly hollow one the opening does not heal over. According to the tale, the body had either been placed in the hollow trunk to keep it from being disturbed, eaten by wild animals, or the Captain had crawled in to escape Indians or animals and he couldn't get himself out.

In the process of rotting, there are no known chemicals in basswood sap that would petrify a body. In fact the sap should speed decomposition. Hollow basswoods don't heal themselves well anyway and an opening large enough to hold a man should not seal over by any known process.

Added research reveals that neither of the two white men who did accompany Father Hennepin on his trip were named "D'Artagnon".

Several months after the article appeared, a voluntary local correspondent of the paper publicly made the comment that the author's pen name "The Rusk County Lyre" was probably right, but he spelled it wrong. She noted that it should have been "The Rusk County LIAR". She also commented that the whole thing seemed like the

work of Edgar Allen Poe who it was said did his best work while under the influence of some self-administered alcohol. She wondered where the writer got his "booze" during that Prohibition era. This whole thing has got to be some of northwestern Wisconsin's most imaginative writing. I have not researched the rest of Hinshaw's career. He did not make it big in journalism and he is now deceased.

Benjamin Franklin Brainard and Wife:

B. F. Brainard was born in New York State and came to the Chippewa Valley after service in the Civil War. He started as a lumberjack, soon became a foreman, and then a fairly substantial logging contractor. In the 1880's he developed a big farm south of Bruce where he kept his stock in the summer and where he raised hay, meat, and vegetables for his several logging camps. He was quite tall, and was in his older years a little stooped. He always wore a full beard that grew grayer as he got older. His wife was short, square-jawed, and had a typical Germanic appearance. As she grew older, she got quite heavy. They raised a family of about six children.

In the early 1900's she went away for a week or so, probably to be with a daughter who had a new baby. Before she left she told B. F. to be sure to water her plants. On her return she noticed that the plants were brown and drooping so she gave B. F. hell for not watering them. She left the house for a couple of hours, and on her return noticed that the plants were missing. She asked him where the plants were and he told her, "Mrs. Brainard, your plants are watered". On glancing out the living room window, she saw them in the Chippewa River, pots and all. The following Sunday when he couldn't find his good gold pocket watch to wear to church, he asked her where it was. She told him to look out back on the chopping block. There was his watch thoroughly smashed into pieces.

Mrs. Brainard also had the reputation of being a back-seat driver before the automobile age began. B. F. and Mrs. Brainard had to go to New Auburn, about 28 miles away via the Chippewa Trail, to get a wagonload of planed lumber. B. F. Brainard hitched up a bare wagon gear and installed Mrs. Brainard on the back bunk with a pillow. On the way they had to go up Hickory Hill, a rather stiff quarter-mile grade. Mrs. Brainard had apparently been giving B. F. a lot of advice on how to manage his team. Near the top, he got sick of it and pulled the pin on the wagon reach, letting the back running gear come loose and letting it and Mrs. Brainard go careening backward down the hill. Fortunately, she didn't get hurt, with only dust on her clothes, a few scrapes from gravel, and some scratches from blackberry bushes. The comments she made have not been recorded. I leave it to the listener to fill in the details.

Finally, Mrs. Brainard died at an advanced age and was buried from the local church. She was taken to the local cemetery by a gasoline-powered hearse. At the refreshment after the funeral, B. F. commented that that was the first time he could remember her riding and keeping her mouth shut.

The Holcombe Dam Indian:

This story has had wide exposure and is all true.

Luke Lyons, an ex-sailor, was the foreman of the Little Falls Dam, now Holcombe, Wisconsin. The dam was put in about 1877-78 and Luke thought it ought to have a wooden figurehead. He spotted a good pine log, twelve feet long and about 32 inches in

diameter, above the dam. He had it sorted out and hauled to winter quarters on a dray. (Two yokes of oxen seems a little bit off. Either they were young or lightweight teams because one yoke of big mature oxen could handle a log that size.)

He got an old lumberjack that was an ex-cabinetmaker to help him and they carved the Holcombe Indian. The Indian is about nine feet tall, has a small feathered headdress, and is clothed in a breechcloth. One arm is raised with a tomahawk in hand. The following year it was mounted on the old dam facing upstream.

It was shown to Frederick Weyerhaeuser who was said to be less than pleased, because a good sawlog had gone to waste so Luke Lyons had two dollars deducted from his monthly paycheck for the log.

In the 1884 flood the Little Falls Dam washed out and the Indian went with it. When the mess was cleaned up, the Indian was found in a bunch of logs at Brunet Falls (now Cornell, Wisconsin) with one arm broken off. The Indian was salvaged and Luke Lyons made him a new arm. He was then placed on the downside of the new dam where he stayed for decades. Wind and weather harmed him a little, but not much. Luke Lyons either retired or went elsewhere, and Northern States Power Company came to own the Indian. The Indian was displayed at the new dam for some years until it was damaged by vandals. NSP then put him behind glass at the new dam, a reminder of the logging days and and the Little Falls dam. He was, and still is, a good looking Indian.

Smitty Takes the Game Warden for a Walk:

Smitty is five feet, three inches tall; has blue-black hair now turning gray; and weighs about 130 pounds soaking wet. He is perhaps the best man on snowshoes that northwestern Wisconsin has ever seen. One grandmother was a Chippewa Indian. He grew up at Island Lake and during World War I as a teenager worked in the woods for the Edward Hines Lumber Company. His father had worked for the Daniel Shaw Lumber Company of Eau Claire and then was a mail carrier.

Smitty and his wife raised seven children and never were on relief or welfare even during the Depression. It was said that he, like almost everyone else up there, raised their children on protein in the form of vension.

About 1940 Rusk County got a new game warden, a huge six foot, two inch 235-pound man. He apparently had said that he would "get" Smitty. The Rusk County "Bush Telegraph" was operating and Smitty knew about it. On a nice winter day, Smitty went out behind Sand Lake in a huge tract of wild land between there and the Chippewa River. This country was full of swamps and pothole lakes.

Smitty set off after breakfast on his "bear-paws" carrying only his lunch and a pocketknife. He made plenty of "sign" so he was easy to follow. The game warden promptly picked up Smitty's trail and went after him on Michigan-pattern snowshoes. Smitty covered twenty or more miles and was back at home to eat supper with his family. The game warden showed up at the Island Lake Store about 10:00 p.m., completely exhausted. They gave him some soup, a shot of brandy, called his wife in Ladysmith, and put him to bed.

CITATION
for
DISTINGUISHED SERVICE AWARD
to
JOHN H. SAEMANN

Our Association's 1986 Distinguished Service Award to an individual goes to one whose record of service in public forestry and whose interest in the preservation of forest history is particularly outstanding.

His career began as a member of the Marinette County resurvey project in 1938 and in 1940 John became an assistant county agent for Marinette County. He was appointed Marinette County Forest Administrator in 1946, a position he held until his retirement on January 1, 1973. Concurrently, he was the University of Wisconsin Extension Forestry Agent and eventually attained the rank of Associate Professor. He was cited for his extension forestry work by the National Association of Agricultural Agents and was named Wisconsin's Conservationist-of-the-Year in 1977.

His interest and dedication to the preservation of forest history has been manifested by his long membership in both the Marinette County Historical Society and F.H.A.W., in both of which he has served as director and president.

For his outstanding record of service to the state's forestry progress and the preservation of its forest heritage, we are most pleased to present this symbol of our esteem to JOHN H. SAEMANN.



CITATION
for
DISTINGUISHED SERVICE AWARD
to
LAKEWOOD LIONS CLUB
and
HOLT & BALCOM LOGGING CAMP

The 1986 organizational Award for Distinguished Service goes to a group whose members have devoted an uncounted number of man-days to the restoration of a logging camp which is reputedly the oldest in the United States still at its original site.

Work on the renovation of the Holt & Balcom Logging Camp was begun in 1977 and with additional funding provided by the Oconto County Historical Society, three local townships and a Holt heir, the Lakewood Lions Club finally completed the project in 1983.

Subsequently, hundreds of antique furnishings and artifacts were acquired to restore the authenticity of the interior. With the further addition of displays of early-day logging tools and equipment, the camp building became a veritable museum of local logging history.

For its devoted efforts to preserve a significant part of its local forest heritage, we are happy to present this token of our appreciation for a job well done to the Lakewood Lions Club and its representatives, Francis Pinkowsky and Kenneth Bohl. Fran is particularly deserving of recognition because he was the "Bull-of-the Woods" under whose direction the arduous task of restoration over a six-year peirod was carried through to completion.



ANNUAL REPORT OF THE SECRETARY-TREASURER

In contrast with several recent years, I am happy to be able to report that the bottom line of my financial statement for this past fiscal year is a plus, rather than a minus.

It is a welcome change to be able to tell you that we ended the year without using any red ink.

I won't use the word "profit" because our articles of incorporation say that we are supposed to be a non-profit organization and I wouldn't want the IRS to challenge us on that point. I'll just say that our total receipts were $5,450, and our total disbursements were $4,906, so our income exceeded our outgo by $544.

This happy result was achieved by close adherence to the budget set up by your Board of Directors and by the deferment of several cost items, primarily exhibits and donations. *(Report attached).* Unfortunately, there are a couple of negative aspects to this report that I would like to point out as causes for concern: Number one is that our income from membership dues has not kept pace with the rising costs of operation. Number two is that our income from invested capital funds fell off drastically in the last half of the fiscal year, as interest rates continued to drop.

The prospects are dim for any significant improvement in those situations in the near future.

What does this mean to those of us who are concerned with keeping our Association financially secure and stable? Operating costs, which are already at a "bare bones" level, possibly may be cut further, but only to a very minor degree. As already mentioned, total disbursements were only $4,906, of which $2,660, or 54% was for the publishing of our two periodicals, the quarterly "C & S" and the annual "Proceedings." That cost could well increase rather than decrease. The same could be said for most of our other operating costs.

Since our operating income, which is primarily from dues and invested capital funds, currently shows no signs of improvement, I suggest that we consider the advisability of three courses of action:

1. Mount a determined membership drive, particularly in the sector of the wood-using and wood-manufacturing industries.
2. Re-activate a capital fund campaign.
3. Increase membership dues for $10.00 to $12.00 for individuals and from $40.00 to $50.00 for corporations and institutions.

If Actions #1 and #2 are to be successful, the assistance of every member, in every part of the state, will be absolutely necessary. For far too long, the major part of our financial support has come from the Wisconsin River Valley; support from other parts of the state has been conspicuous by its absence, or just minimal.

Action #3 has a built-in hazard: Will we lose as many members from such a dues increase as we might gain? Two associations of which I am a member, one state-side and the other national, have announced increases in their dues of $10.00 to $15.00 over their current rates, a drastic jump indeed.

This leads to my report on our membership status:

As of June 30, 1986, our roster showed the following:

Individual - Annual	-	204
Life	-	16
Corporate	-	10
Student	-	1
Honorary	-	5
Affiliate	-	3
Exhange	-	3
		242

We had 25 "drop-outs," but were able to enroll 17 new members so there was a net loss of eight. However, the discouraging aspect of that situation is that six of those eight losses were corporations that had paid the corporate rate of dues for a number of years.

Let me repeat: the solution to the problem of keeping our Association viable and able to continue toward the goals it established ten years ago, lies not just with the Board of Directors and its officers, but with each and every member.

Once again it has been a busy year, and once again I nevertheless enjoyed the opportunity to serve you all as best I could. Thank you.

Frank N. Fixmer
Secretary-Treasurer

FOREST HISTORY ASSOCIATION OF WISCONSIN
FINANCIAL STATEMENT as of JUNE 30, 1986

Reconcilement of Cash Assets

Checking Account —			
1st American National Bank, 7/1/85	$ 633.90	$	$
Certificate of Deposit —			
1st American National Bank, 7/1/85	8,000.00		
Investment Account — Smith Barney	15,424.00	24,057.90	
Add: Excess recipts over disbursement for 1985-86		544.62	
		24,602.52	
Add: Restricted Capital Funds donations for 1985-86		1,240.00	
	TOTAL CASH ASSETS		25,842.52

Summary of Cash Accounts

Checking Account —			
1st American National Bank, 6/30/86	$ 745.52		
Certificate of Deposit —			
1st American National Bank, 6/30/86	8,000.00		
Investment Account — Smith Barney	17,097.00		
	TOTAL CASH ON HAND 7/1/86		25,842.52
Restricted Cash Funds — See Below		25,628.50	
Unrestricted Funds		214.02	
		TOTAL CASH	25,842.52

Summary of Restricted Funds

General Fund —			
Balance 7/1/85	21,298.50		
General Fund —			
Additions 7/1/85 - 6/30/86	1,040.00	22,438.50	
L.G. Sorden Memorial Fund —			
Balance 7/1/85	1,590.00		
L.G. Sorden Memorial Fund —			
Additions 7/1/85 - 6/30/86	-0-	1,590.00	
Student Award Fund —			
Balance 7/1/85	1,400.00		
Additions 7/1/85 - 6/30/86	200.00	1,600.00	
	TOTAL RESTRICTED CAPITAL FUNDS		25,628.50

FOREST HISTORY ASSOCIATION OF WISCONSIN
OPERATING STATEMENT
July 1, 1985 thru June 30, 1986

Receipts		
Membership dues — Individual — renewals	$1,680.00	
— new	168.00	
Corporate — renewals	415.00	
— new	40.00	
Life/Other	10.00	
		$2,313.00
Donations — unrestricted		95.00
Sales		49.08
Annual meeting (1985)		964.00
Interest/dividend income		2,029.56
Total Receipts		5,450.64
Disbursements		
Postage, permits, labels		357.48
Stationery and supplies		212.09
Bonding and insurance		128.00
Publishing — "Chips and Sawdust"	805.00	
Annual Proceedings	1,854.84	
		2,659.84
Distinguished Service Plaques		24.35
Annual Meeting		818.86
Student Awards		125.00
Membership Promotion/Retention		-0-
Donation (Forestry Hall of Fame)		-0-
Exhibits		-0-
Admin. services; phone, off mtc., travel		534.71
Misc. — refunds, bank debit; Secty. of State		45.69
Total Disbursements		4,906.02
Excess Receipts Over Disbursements		544.62

MINUTES OF THE ELEVENTH (11th) ANNUAL MEETING of the FOREST HISTORY ASSOCIATION OF WISCONSIN

October 4th, 1986
Treehaven - Tomahawk, WI

The meeting was called to order by President Albrecht at 8:45 a.m. with 15 members present.

Following the President's preliminary remarks, minutes of the Tenth Annual Meeting were read by Secretary Fixmer, and there being no additions or corrections, were approved as read.

President Albrecht then gave his report of Association activities and accomplishments during the past fiscal year, a copy of which is appended hereto. Secretary-Treasurer Fixmer reviewed his financial report and the status of membership; these are also attached. Copies may be obtained by any member upon request.

Prior to the report of the Nominating Committee, the Secretary informed the gathering of the need for amending the By-Laws in order to achieve a balance in the number of directors elected each year. On motion by Bob Brisson and seconded by Dr. Brown, it was unanimously approved that Article II - Section 2 of the By-Laws be amended to provide for the election, beginning in 1987, of five (5) directors, and five (5) directors in the succeeding year, all to serve two-year terms; this process to be initiated at this meeting by the drawing of lots to decide which of the seven (7) newly elected directors will serve only one year.

The nominated Committee, chaired by John Saemann, then presented the following slate of nominees to succeed themselves or replace, as the case may be, those directors whose terms have expired: Tom Albrecht, Karl Bauman, Dean Einspahr, J. W. "Walt" Goldsworthy, Randall Rohe, Jacque Vallier, and the president of the student chapter of S. A. F. at the UW-Stevens Point. On motion by Bob Brisson and seconded by John Saemann, it was approved that further nominations be closed and the Secretary was instructed to cast a unanimous ballot for the named individuals.

After appropriate motion by Dr. Brown and seconded by Mrs. Jacque Vallier, the acts of the officers during the past fiscal year were duly ratified.

An open floor discussion then ensued on the following subjects:

1987 Annual Meetings: General agreement was reached to have the Twelfth (12th) Annual Meeting at the Chippewa Valley Museum in Eau Claire, September 18-19, 1987 with Dr. Brown and Eugene Harm comprising the Planning Committee.

Membership Promotion: A proposal by Jacques Vallier to provide for family memberships will be considered by the Board of Directors at a future meeting. Membership rosters will be provided by the Secretary to interested members who wish to actively solicit new members. The reprinting of a directory is currently beyond the Association's financial means.

Dues Increase: The Treasurer's recommendation to increase individual dues from the present $10.00 to $12.00, beginning with the 1987-88 fiscal year was initially approved but then amended to make it advisory to the Board of Directors for later action. A suggestion was made that some cost savings might be effected by combining one issue of "Chips & Sawdust" with the annual PROCEEDINGS.

Student Awards: Committee Chairman Saemann commented on the inadequacy of the current $100.00 annual student award, which is generated by the interest income from a special account set up for this purpose. He proposed a special solicitation to increase the award to $200.00 for 1987; this was approved by appropriate motion and seconded. Also approved was a motion to have the membership solicitation brochure's application form provide for a line for a voluntary contribution to the student award fund.

There being no further business, the meeting was adjourned at 10:30 a.m.

Respectfully Submitted,

Frank N. Fixmer
Secretary-Treasurer



John Walters



Carl Krog



Joyce Bant



Ralph Colburn



"Wally" Youngquist



Dr. R.C. Brown

SPEAKERS

John Walters - Ashland Retired from Consolidated Papers in 1982, after 27 years working with the pulpwood rafting operations of the company on Lake Superior. His interest in the history of towing opertions, particularly tow booms, has even led him to Canada for more information. We don't know of anyone with a greater knowledge of the subject than John Walters.

Carl Krog - Marinette Association Professor of History, U.W. Center-Marinette. The paper he presented was originally written as background for the Great Lakes Archaeological Research Center, which had a contract with the U.S. Forest Service to survey former logging camp sites in the Nicolet National Forest. Professor Krog is well known for his research on the lumbering history of Marinette.

Joyce Bant - Prentice Joyce calls herself an "amateur historian" but that modest claim is belied by the professionalism of the intensive research she has done in developing the history of Knox Mills. She was one of a select group that participated in the first Community Historians in Residence Project sponsored by the State Historical Society. As a result of the training she received at that time, she was inspired to delve deeply into the story of a lumber ghost town in Price County.

Ralph Colburn - Hiles Ralph's interest in Wisconsin lumbering history is quite understandable. His father, Enos Colburn owned American Sash and Door in Green Bay as well as retail yards at Oconto Falls, Abrams, Suring, Lena, and Coleman. After graduation from Lawrence University, Ralph worked for various companies including West Bend Aluminum, and Hayes Bros. Hatchery before acquiring and operating Standard Farms and Hatchery, Inc. of Decatur, Illinois. He retired to Hiles, WI where his research into area logging and sawmill history has become well-known.

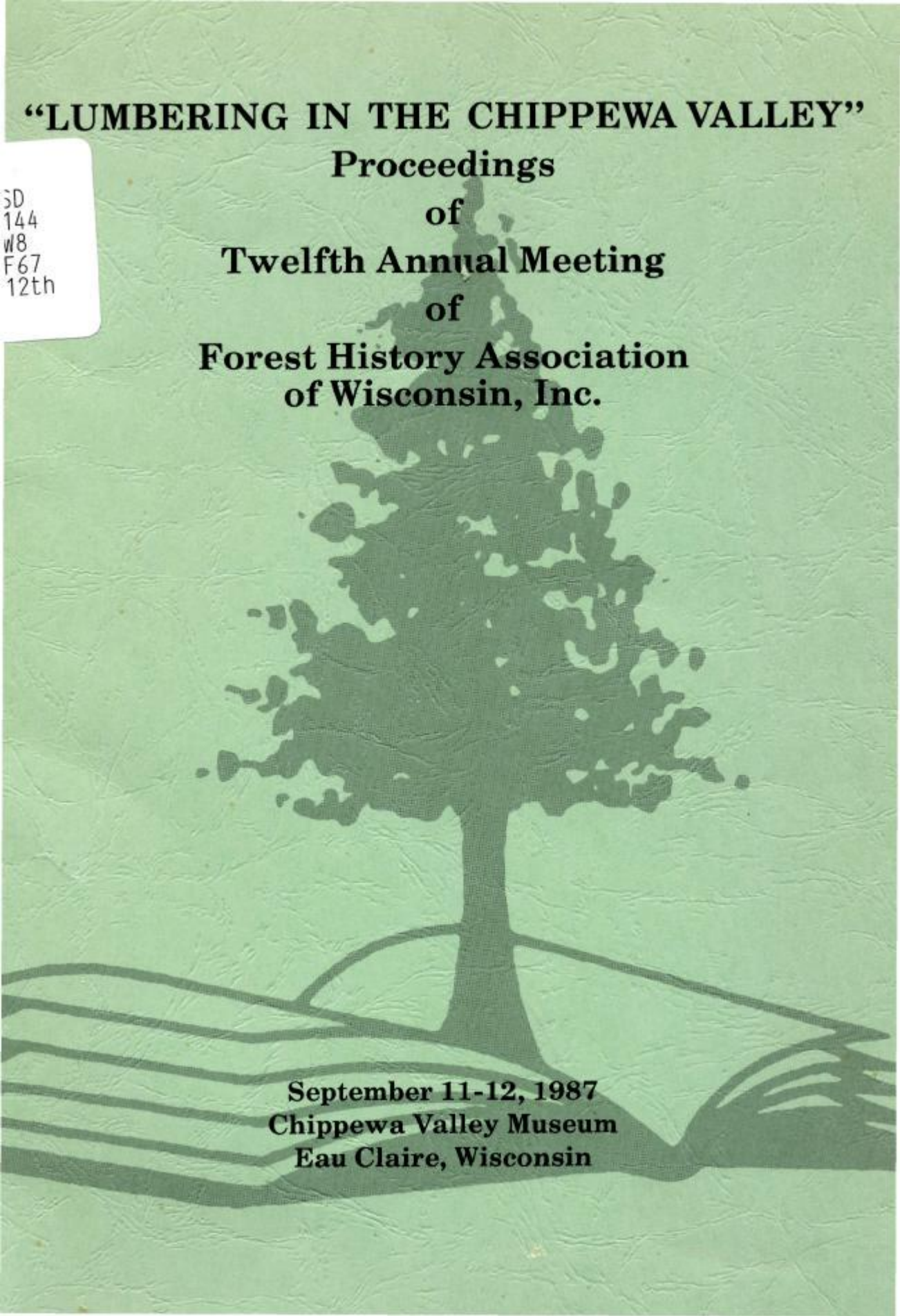
Wally Youngquist - Madison Wally is a native of Westboro, WI who spent the first year of his life in a logging camp where his mother was the camp cook and his father a lumberjack. Eventually he graduated from the University of Wisconsin with a degree in civil engineering. In 1942, he joined the U.S. Forest Products Laboratory in Madison, where he ultimately became Assistant Director and retired in 1975. Wally co-authored the book "Wood in American Life."

Richard "Doc" Brown - Eau Claire "Doc" hardly needs any introduction. A charter member of our Association, he was the recipient of our Distinguished Service Award two years ago, for his major contributions to the preservation of the logging and lumbering history of the Chippewa River Valley. His publishing achievements include: *Rails Into the Pines* (1980), *Logging Railroads of Rusk County* (1982) and *Sawmills of the Chippewa Valley* (1985).

Erv Drott - Madison Erv retired from the Drott Mfg. Co. in 1978, after its acquisition by the J. I. Case Co. Before retirement, Erv was a well-known figure throughout the forest industry and particularly in his activites with the American Pulpwood Association. In that capacity he supervised many field demonstrations of Drott logging equipment during the 1950's and 1960's, especially those machines that were designed specifically for the harvesting and handling of pulpwood.

"LUMBERING IN THE CHIPPEWA VALLEY"

Proceedings
of
Twelfth Annual Meeting
of
Forest History Association of Wisconsin, Inc.



September 11-12, 1987
Chippewa Valley Museum
Eau Claire, Wisconsin

SD
144
W8
F67
12th



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 Forest History Association of Wisconsin, Inc., 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 1986-1987 are: Tom Albrecht, Karl Baumann, Frank N. Fixmer, secretary-treasurer; Walt Goldsworthy, Eugene Harm, Russell Roberts, Randall Rohe, vice-president; Ralph Swanson, Jacque Vallier.

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

History of the Nicolet National Forest
Some Historic Events in Wisconsin Logging
Some Events in Wisconsin Forest History
Bibliography of Wisconsin Forest History
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 54401

Proceedings
of
Twelfth Annual Meeting
of
Forest History Association
of Wisconsin, Inc.

September 11-12, 1987
Chippewa Valley Museum
Eau Claire, Wisconsin



Founded 1975

"The past is but prologue to the future"

149
W8
F67
12th

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FOREWORD

The following text comprises the official transactions conducted, and the written papers presented, at the Twelfth Annual Meeting of the Forest History Association of Wisconsin on September 11-12, 1987 at the Chippewa Valley Museum, Eau Claire, Wisconsin.

A special feature of our Twelfth Annual Meeting was a tour of Paul Bunyan Logging Camp, Eau Claire and the Empire in Pine Lumber Museum, Downsville. The Sweet Adelines, a singing group from Eau Claire, and Leonard Fioseth, an old-time fiddler, provided the entertainment at our awards dinner.

The Board of Directors is most grateful to the directors and staff of the Chippewa Valley Museum for their hospitality. Their help assured a successful meeting. The Board also extends its appreciation to the various speakers who presented papers and to Gene Harm and R. C. "Doc" Brown, co-chairmen of the local arrangements committee.

Despite repeated requests, several speakers failed to provide the editors with copies of their papers. Rather than delay publication any longer, I have substituted two papers on aspects of the logging history of the Chippewa River Valley. The Chippewa Valley Museum on Half Moon Lake served as the site for our annual meeting and one paper examines the improvement and use of that lake for log storage. It is reprinted in abridged form with permission of the *Wisconsin Geographer.* The second article, a description of the 1880's long drive on the Chippewa, provides an eye witness account of the intricacies of this method of log transportation. The article is reprinted in its original form from the *Eau Claire Free Press,* May 21, 1889.

Dr. Randall E. Rohe, Editor
Patricia Collins, Assistant Editor

PRESIDENT'S ANNUAL REPORT

Welcome to the Twelfth Annual Meeting of the Forest History Association of Wisconsin, at the beautiful Chippewa Valley Museum in Eau Claire. One of our most successful annual meetings was held at this same facility in 1980, and I'm sure this meeting will be just as successful.

For the past number of years our association's membership level has remained stable. In order for us to prosper and improve, we need members, more revenue from membership and greater member input. A membership drive was started this year, and has met with an increase in total membership. The board of directors feels we should continue this campaign into the next year, to encourage a stronger association. With the help of all gathered here today and our members at large, we can accomplish this task.

On our board of directors, there were two changes this year. Karl Baumann of Peshtigo and Russ Roberts of Tomahawk filled vacant positions. Bob Brisson of Marinette assumed editorship of our quarterly newsletter "Chips and Sawdust." We thank Bob for the job he has done on our newsletter.

Your association awarded a $200 scholarship award to UW Madison Student Brian Kloeppel. Brian wrote a paper on the history of the Holt Lumber Company of Oconto, Wisconsin.

Again, your association has had an active role in the Forestry Hall of Fame. The Hall presentations for this year will be made at the Wisconsin Woodland Owners Association annual meeting to be held at Dodgeville, September 26 and 27. Our thanks go to Secretary-Treasurer Frank Fixmer who represents us so well on that committee.

Finally, many thanks go to "Doc" Brown and Gene Harm for their efforts in planning this annual meeting. From what I see, they have come up with a wonderful agenda. Sit back and enjoy an interesting program.

Tom Albrecht, President

TWELFTH ANNUAL MEETING
FOREST HISTORY ASSOCIATION OF WISCONSIN

September 11-12, 1987
Eau Claire, Wisconsin

— PROGRAM —

Friday, September 11th - Paul Bunyan Logging Camp - Carson Park

1:00 p.m.	**Registration**
	Greetings by Reception Committee
	Sign-up for tours
2:00 p.m.	**Leave on tours**
	1. Cook-Rutledge Mansion (1865 home) Chippewa Falls
	2. "Empire in Pine" Lumber Museum, Downsville
5:00 p.m.	**Social Hour - Cash Bar - HOLIDAY INN**
6:00 p.m.	**Dinner - HOLIDAY INN**
7:00 p.m.	**Awards and entertainment**

Saturday, September 12th - Chippewa Valley Museum - Carson Park

8:30 a.m.	**Registration**
9:00 a.m.	**Welcome by Susan McLeod, Director and Dr. Robert Lotz, President, Chippewa Valley Historical Museum**
	Introduction of guests by R.C. "Doc" Brown, F.H.A.W.
9:30 a.m.	**"Tales of the Black River"**
	Connie Norris - Melrose
10:00 a.m.	**"Historic Chippewa Falls"**
	Ruth Willut, Chippewa Falls
10:30 a.m.	**Coffee Break**
10:45 a.m.	**"Tales of the Red Cedar**
	Maggie Foote, Menomonie
11:15 a.m.	**Business Meeting - F.H.A.W. members**
	Non-members tour museum/logging camp
12:00 Noon	**Lunch**
1:30 p.m.	**"The Holt Lumber Company**
	Brian Kloeppel, Hilbert
1:50 p.m.	**"Women Came to the Woods"**
	Diane Schmidt, Eau Clarie
2:10 p.m.	**"Eau Claire and the Lumber Industry**
	Dr. Robert Lotz, Eau Clarie
2:40 p.m.	**"Uncle Ned" Rutledge - Lumberman**
	Ruth Willut, Chippewa Falls
3:00 p.m.	**"Redwood Forever" - Video-tape**
	Charles Stoddard, Minong
3:15 p.m.	**Adjournment and refreshments**
	Tours of museum and logging camp
3:45 p.m.	**Special meeting of F.H.A.W. Board of Directors**

UNCLE NED:
Edward Rutledge and Historic Chippewa Falls

by Ruth Willut
Chippewa County Historical Society

Chippewa Falls, a city of about 12,000 people, is located 12 miles north of Eau Claire on the Chippewa River. The history of the Chippewa Valley and more particularly the development of the city at the Falls is closely associated with lumbering. From the time the first saw mill was built in 1837 until the last log was sawed in 1911, lumbering dominated the economic development of the area.

The first mill in 1837 was built by Jean Brunet, a hardy woodsman with a limited knowledge of lumbering. This was evident when he selected the most unlikely place for his mill - at the falls. For the next 44 years, the many different mill owners often experienced failures and devastations, in spite of the fact that the Valley contained one of the largest areas of white pine in the country.

Foremost among the lumbermen to come to the Falls was Frederick Weyerhaeuser who bought the largest mill in town and made a lucrative business out of what had been a perpetually insolvent enterprise. The impact he made on the Valley was greater than any other person. He left in anger when the city levied a tax on his real estate holdings. No one surpassed his ability to make money, yet he left the city little to remember him by.

His company, the Chippewa Lumber and Boom Company, donated 138 acres of land within the city to be used as a park. The gift of land was made at the suggestion of the company secretary and manager, William Irvine, not Weyerhaeuser. Irvine, who at one time was president of the Mississippi Valley Lumbermen's Association and the National Lumber Manufacturer's Association, built and paid for a picnic pavilion and a band shell in the park. He provided funds for weekly park concerts and contributed large sums of money for other park improvements. The park is appropriately named Irvine Park.

When he died, Irvine bequeathed $104,000 which was to be invested and the interest to be used toward maintenance of the park. His daughter, who recently died, left an additional $150,000 to the city with the same stipulations as her father.

The most philanthropic of all the lumber barons was Edward Rutledge - an unassuming, quiet little man who was Weyerhaeuser's chief officer. Until a few years ago, little was known about his life before his association with Weyerhaeuser. Discovered at that time were legal depositions which were made by Edward's nieces and nephews to identify themselves as heirs to their deceased uncle's estate. These depositions revealed a great deal of information about Edward's family and even about Edward himself.

He was born in Northern Ireland in 1834 but immigrated to Canada with his family when he was 11 years old. After several moves the family settled in Bluevale, Ontario near Lake Huron.

Although his father continued farming as he had done in Ireland, it was difficult to find land that was productive enough to support the large family. In order to help, Edward age 16, John 19, and Robert 24, sought employment as loggers in the Michigan woods. The older brothers subsequently returned to Canada, but Edward

continued his work in the woods and traveled to the pinery of Wisconsin.

Chippewa Falls was just beginning to emerge from the wilderness in 1860 when 26 year old Irish Canadian Edward Rutledge came to the valley. In 1864 Edward Rutledge ran a camp with thirteen men and four yoke of oxen on the Jump River. After working for Daniel Shaw and Ezra Cornell, Rutledge became associated with Frederick Weyerhaeuser in about 1873. His ability as a timber cruiser proved invaluable to Weyerhaeuser. Together they were involved in some of the largest, most successful lumber deals in the country. Rutledge served as president of both the Rutledge Manufacturing Company of Rutledge, MN, once one of the largest lumber concerns in that state and the Nebagamon Lumber Company of Lake Nebagamon, WI.

When Edward was 39 years old he married Hannah Gregg, a widow with one son. Although she and Edward had no children of their own, they spent twenty happy years together.

Hannah died in 1910 and in her memory he built and endowed the Hannah Rutledge Home for the Aged at a cost of $600,000. The interest on the endowment is used to help defray maintenance costs of the home. In addition to doing a great deal of charity work while he was living, Edward, in an unprecedented endowment, bequeathed $1,000,000 to establish a charitable trust for the worthy poor. Converted to 1984 values that would be over $9,000,000. Besides this, nineteen nieces and nephews shared in $2,500,000.

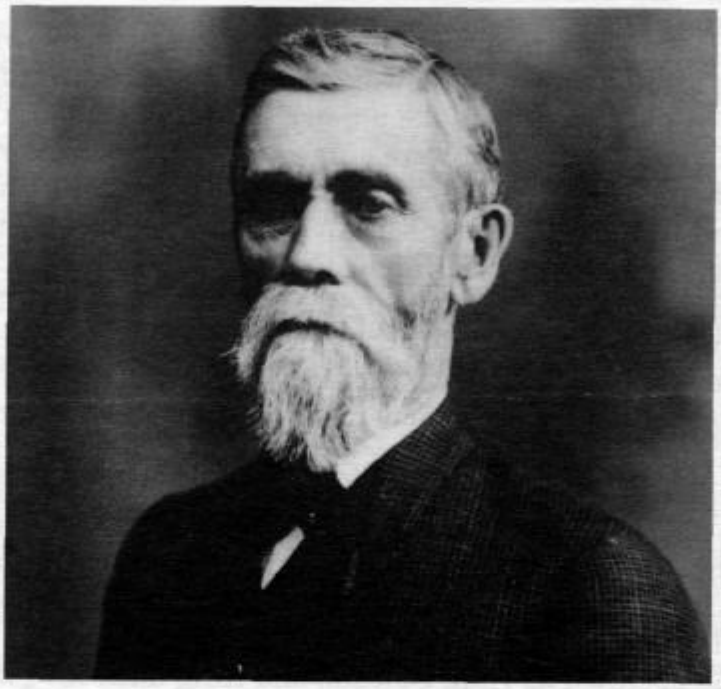
Hannah died on October 1, 1910 and Edward just 10 months later. It is interesting to note that the Chippewa Lumber and Boom Company, which played such an important part in Edward's life, cut its last log six days after his death.

This wiry little man, who came from humble beginnings, rose to the very top of the ladder of success. He amassed a large fortune in an unassuming manner and he used his wealth to help those less fortunate. Although he has been dead seventy-six years, Edward Rutledge is still helping the poor, needy and aged of Chippewa Falls.

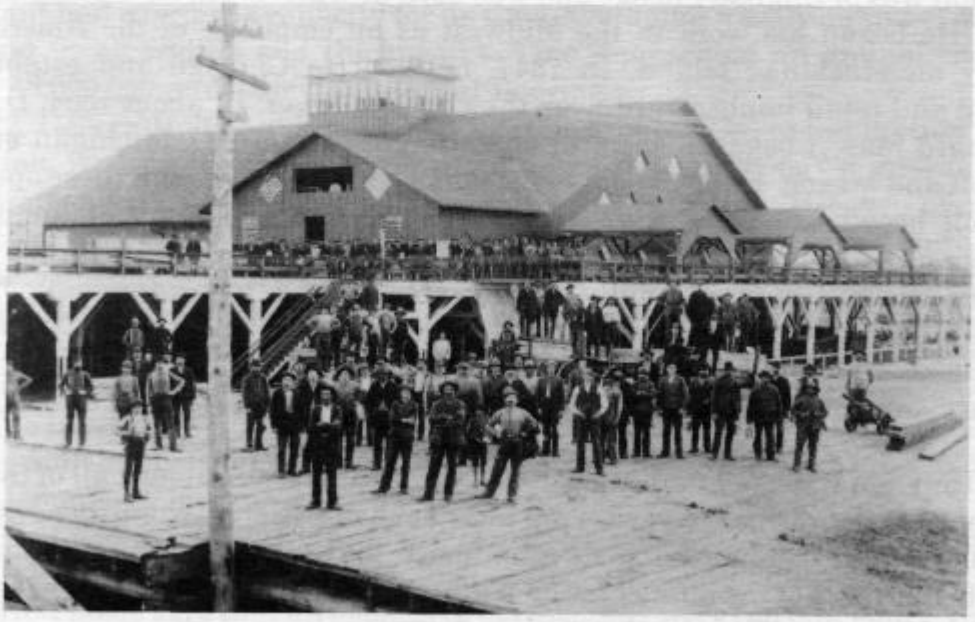
When we looked at Chippewa today and remember those early lumbermen and hardy settlers, we think of their foresight and determination in spite of adversity; their optimism under such primitive and difficult conditions. We appreciate the wonderful city we have; we are grateful to them for their contributions to the settling of Chippewa Falls.



Edward Rutledge Charity, Chippewa Falls, WI 1926
(Courtesy State Historical Society of Wisconsin)



Edward Rutledge
(Courtesy State Historical Society of Wisconsin)



Chippewa Lumber and Boom Company sawmill,
supposedly the largest water-powered sawmill in the world, circa 1890
(Courtesy State Historical Society of Wisconsin)

THE HISTORY OF HOLT LUMBER COMPANY

by Brian D. Kloeppel
Student, Department of Forestry, UW Madison

During the heyday of white pine logging in Wisconsin, many sawmills and lumber companies sprang up along the vast network of waterways. Many of these companies were run by men who were out to make a quick buck and get out. Other companies, such as the Holt Lumber Company, were efficiently run, produced superior products, and changed with the times. These companies lasted through the white pine and hardwood eras and into the period of selective cutting and reforestation.

The Holt Lumber Company has an interesting history. In 1856, R. M. Norton, H. S. Durand and others of Racine, WI, employed George Farnsworth to erect a mill at Oconto. The mill was completed during that year and operated successfully for some time, cutting some 3,000,000 feet during the first year. Farnsworth was on the point of purchasing an interest, when the partners made an investment against his advice and he withdrew from the company. The Panic of 1857 then crippled the firm, and the title of the property passed into the hands of their creditors. By an arrangement with their creditors, the firm operated for some years, until acquired by A. C. Calkins. Soon after, Uri Balcom became associated; the firm of Balcom and Calkins operated until 1863 when Devillo R. Holt became a partner. In 1865 Calkins sold out to his partners; the firm of Holt and Balcom continued until 1872, when James C. King joined the partnership, which operated as Holt, Balcom, and King until 1874 when King retired. The firm of Holt and Balcom continued until the death of Balcom in 1893. Holt's sons than became involved and the business was incorporated as the Holt Lumber Company.

D. R. Holt was of English lineage and was born in Watertown, New York, December 27, 1823. He began his work in the Midwest as an employee of the American Fur Company on Mackinac Island. In 1847, he went to Chicago and established a wholesale and retail lumber yard near the Chicago River. In about 1854, D. R. Holt and Richard Mason began a sawmill operation at Masonville, Michigan under the name Holt and Mason. Holt sold out to his partner in 1858. Through these operations, D. R. Holt became familiar with both the production and retail of lumber. This knowledge proved of great importance throughout his career.

The Oconto mill was originally a one circular and two gang mill, but with constantly added improvements, it cut 125,000 feet per day and 25,000,000 feet for the season 1880. This mill subsequently received the latest improvements in mill machinery, including band and gang saws, edgers, trimmers, cut-off saws, live rolls, etc.

When Holt and Balcom Lumber Company began operation, almost all of the lumber was shipped to their Chicago yard. This was done via a fleet of over fifty-seven barges and employed a huge number of men. Eventually, the company began shipping by rail directly to the yards of the retailer in the West. The timber accumulations of the firm in time ran into the hundreds of thousands of acres.

Somehow, D. R. Holt found time to court and wed his wife and together they managed to raise nine children. This large family lived in the area of Chicago that is now included in the Chicago Loop District. Two of Devillo's sons, George H. and

William Arthur, followed their father into the lumber industry. When D. R. Holt died in 1899, his son, George Holt, vice-president of the company, succeeded him.

George was educated at Lake Forest Academy and began working for his father when he was eighteen. He was a man of diverse interests. Besides the lumber industry, he was also an entrepreneur in other industries. He started Holt Electric Co., an electrical supply company, in Jacksonville, Florida. He also owned and operated the Manhattan Building, a large office building, in Chicago. Finally, he owned the Policy Holders Union, an insurance organization, and became an authority on insurance and made many appearances at conventions around the country.

George was not as involved with the lumber industry as his father had been. However, his creativity and foresight helped to keep Holt Lumber Company going. In 1912, he established the Oconto Electric Company, which used wastes from the lumber mill to power the plant and provide electricity for the business. It was later expanded and provided electricity for the entire community of Oconto. Eventually, the Wisconsin Public Service acquired the power plant with the Holt Lumber Co. selling the fuel to it and buying back the electricity. As a result, the Holt Lumber Co. never had a month when they had to pay for electricity.

At the close of World War I, expanded interests in other Wisconsin timber gave rise to Holt Hardwood Co. It was incorporated in 1918 and was run separately from Holt Lumber Co. with George Holt's brother, William Arthur Holt, as president.

Holt Hardwood Company manufactured hardwood flooring almost exclusively. Its high tech, automated electric machines produced some of the best flooring in the world, gaining for the company a national and international reputation. Thus, Europe provided a steady market for the beautifully grained maple flooring. The Holt's willingness to adopt new technologies before their competitors did was a hallmark of their genius and the source of much of their success.

The plant had enormous capacity for its time, averaging a daily output of 40,000 feet of flooring in all widths and thicknesses. This represented an annual capacity of between 12,000,000 and 13,000,000 feet of flooring.

In 1922, George Holt sold his interest in Holt Lumber Co. to his brother, William Arthur Holt. W. A. Holt's experience with running Holt Hardwood Co. guaranteed that he could effectively keep both operations running smoothly. Because of William's constant striving to do well, his success with Holt Lumber Co. was assured.

For almost sixty years, white pine logs were floated down the Oconto River. Enormous quantities of the logs came down river every spring to a boom about a quarter of a mile upstream from the mill. From there, the logs were floated down to the mill pond as needed. Use of the river for log transportaion began to decline in the 1890's. The last log drive on the Oconto was in 1906. Beginning in the 1890's the Holt Company built many logging lines and spurs including the Thunder River Line, Holt's Spur, Bateman's Spur, etc.

W. A. Holt was a dedicated man and concentrated solely on the lumber business, unlike his older brother George who was often away attending to other matters. William Holt made sure that all aspects of the business were run efficiently. In order to do so, he divided his time between the Chicago lumberyard, the Oconto sawmill, and the woods operations of the company. Through these contacts, he became familiar with the great men of the business and earned their respect and admiration. Very

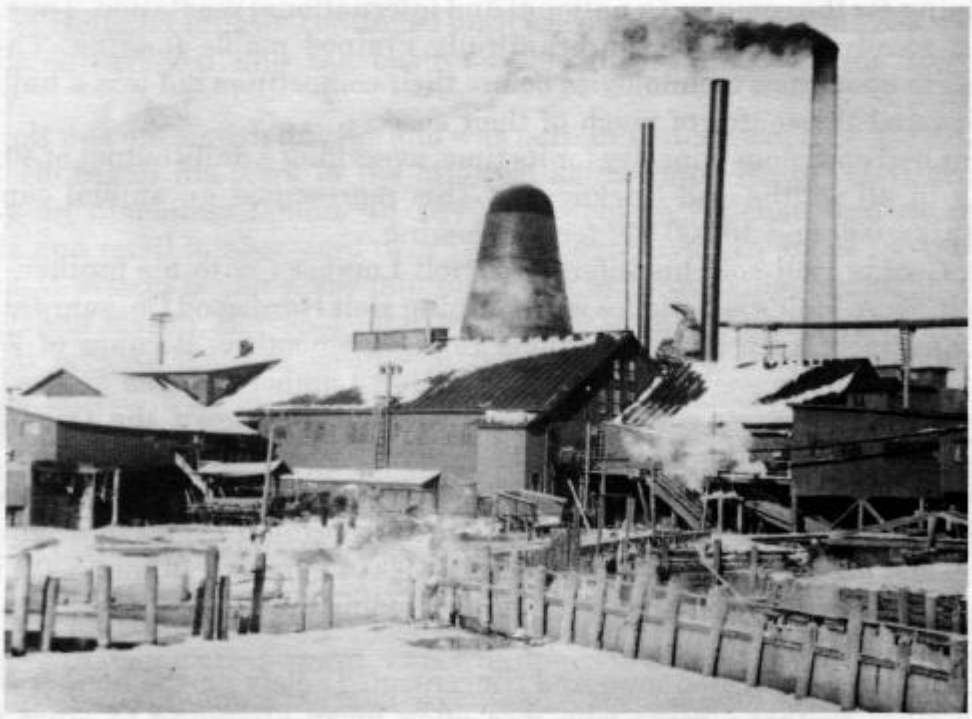
seldom was an important decision made without William contributing advice and insight.

Because of the dwindling supply of white pine, Holt Lumber Company ceased operation in 1938 when William Aruther Holt retired. However, it took almost two years to sell the inventory in the huge lumber warehouses. Over 27,000,000 feet of pine were in pile when the sawmill shut down.

At the time of shutdown, the company employed 218 men. W. A. Holt took a lot of pride in his relations with his workers and seldom did an employee's need go unnoticed. He provided lunch rooms and installed safety devices and ventilation systems to make work a little more comfortable. His employees must have been satisfied because many of them worked happily for the company for most of their lives, eleven of them for over forty years.

The closing of Holt Lumber Company did not adversely effect Holt Hardwood Co. Walter C. Dewitt became president and continued the tradition of hard work started by William Holt.

The Holt Lumber Company became one of the largest and best known lumber firms in the Midwest, and with its founder and his sons, commanded "the confidence and respect of the trade." Many lives were positively effected by the inspirations and dreams of men who wanted to be the best at what they did. The passing of the Holt Lumber Company left behind an inspirational heritage to those who remain and to those who will follow.



Holt Sawmill, Oconto, WI circa 1900
(Courtesy State Historical Society of Wisconsin)



Holt Lumber Company lumberyard, Oconto, WI
(Courtesy State Historical Society of Wisconsin)



River drivers and bateaus on the Chippewa River circa 1900
(Courtesy State Historical Society of Wisconsin)

A LOGGER ON THE DRIVE

A Story of the Forest Giants that Float on the Bosom of the Chippewa River

The Turn and Dangers of the Life Followed by the Knights of the Pevie

Chippewa Logs and Loggers

At break of day on the 15th day of April 1882, we began breaking our landings on Jump river, 65 miles from where Jump empties into the Chippewa, and 115 miles above Eau Claire. There was 65 men in the crew and a thin skim of ice was froze all over the river. We had about 10,000,000 feet on the roll-ways, and the boys sailed into business like a nigger loose in a hen house. We hossed onto the great big logs – some of em' worth thirty or forty or fifty dollars apiece. Lots of the landings were eighty or a hundred feet high and the business was durned dangerous. The piles of logs reached from the water away up the bank and we were ten days getting them afloat. Along in the afternoon we found that two of the landings that had been piled to close on each other were locked together. This is what makes the boys hot and often causes accidents. The piles were about 60 feet high; we had yanked out the logs below till no more of them would come loose. Bill Simpkins and I had got up on the pile and went out of the face of it to see where the key log was, and Bill, who was prodding around rather promiscuously, finally jabbed his pevie into a big log that seemed to run into the opposite landing. The minute Bill's pike struck the key log we felt thing begin to move, and the next minute the whole mass was rolling pell mell downward towards the river with Bill and me treading and jumping for dear life. By the time the hundred and fifty thousand feet of logs that was in that rollway had reached the water, Bill and I were flung head first into twelve feet of ice water and were swimming the best we could for the opposite shore. We got out all right but Bill lost his chook in the shuffle and I parted with a pipe that I had smoked steady for two years. We were soaking wet but it happened to be about three o'clock and the gang were just fetching third lunch over from the wannegan and after we had sat down on the bank and filled up on ham and eggs, and corned beef, and pork and beans, and such, we braced up and worked till we got dry and warm. We always have four meals a day on the drive and you bet we have the best chewing that anybody feeds on.

On the tenth day the landings were all broke and the logs were floating towards the Chippewa, so we started after a crew of ten jam crackers and two crews of twenty-five sackers each. The jam crackers are sort of daredevil, skillfull fellows, who won't work any place where there ain't danger. They take a boat and keep out in the middle of the river, and break the jams on the islands and steer the logs off bars. The sackers take a boat to each crew and follow the shore on each side, and keep the logs off the banks. Where a long stretch of the river channel runs close to one bank, the other crew shifts over and helps out until the channel changes sides and, then they go back and run their own shore.

About the eighth day on the drive we struck the "Devil's Nest" a whole squad of islands scattered around in the river for about a mile. Main Creek comes into the Jump here and the country is low and boggy. When the logs jam at the "Nest" they fill in on

islands and low points all around and then when the jam is broke it leaves great scads of logs stuck fast. The devil is to pay then sure, and the gang have to hustle two or three days to get the logs cleared out of the "Nest."

After two days of hard rolling we got out of the Devil's Nest, and the next day everything ran along smooth, and we made good time to the mouth of the Jump.

The wannegan - we dubbed her the "Belle of Jump River," was full of good truck to eat, and had a first class cook on board. A wannegan is generally about 40 feet long and ten foot wide, and carries the grub, the tents, and camp outfit. It has a cook and a cookee, and two or three lunchmen. It works along with the crews, and just before each meal or lunch it moves ahead through the logs, stops at the shore and serves the grub. At night the wannegan and crew goes ahead for some distance, chooses a camp ground and gets things ready for night. The tents are pitched, supper is prepared, and by that time the boys come in with their pevies for the night. Big fires are made, they eat supper, sing a few songs and roll into the tents early and snooze on the boughs of hemlock that are good to keep the dampness from the body. The cookee always makes the bean hole for breakfast before he goes to bed.

We were about ten days on the drive when we ran out of the Jump into the Chippewa River, and struck the flowage from the dam at Little Falls. The flowage at Little Falls is three or four miles long and reaches up above the mouth of the Jump. When the water was high last summer it was claimed by some that there was 400,000,000 feet here at one time, and the logs were jammed and piled up in wings 40 feet high. The working capacity of the Little Falls pond is about 200,000,000 feet. We were held here three or four days by the wind, which was howling up the river like forty tribes of cannibals, and we had to lay off days and work nights after the zephyrs had fell. On the morning of the fifth day we began sluicing over the roll, and that evening the 10,000,000 feet of logs were jogging along for Bruney's (Brunet) Falls, seven miles below. Old Bruney was one of the oldest settlers in these parts. He's dead now. He had a Chippewa squaw for a wife and kept a sort of a stopping place for the boys going up and down the river. Bruney Falls is the worst place for log driving that can be found on the Chippewa. About a half a mile above the falls the water begins to move out like the Old Scratch was jabbing in with a redhot poker at every jump, and a lot of pesky islands are scattered around above the rapids for the logs to jam on. Lots of logs are broken up in these rapids, and boats or wannegans that have been sent through have always came out in small pieces. At the falls the water shoots in through a place about 60 feet wide with high rocks on each side but after it goes over the pitch the river widens out and the water is good.

We got through the rapids all hunky this time, and next morning we packed the boats, wannegan and traps around the falls, and got to rolling the logs off below after first lunch. When night came we were at the head by Jim's Falls, another crazy, white water joint, where several of the boys have gone to the bottom and never showed up. Here is where the jam-cracker gets in his work, for the rapids are about a mile long, the water runs like a race horse and there are big rocks all around out in the river, that make the logs jam. We were a day and a half getting by Jim's Falls, but the boys all got off safe and sound. And we had good, smooth driving till we got to the old Eagle Rapids dam, where we struck islands, towheads, and water falling, leaving a heavy rear - that is, lots of logs along the banks. Another day and a half was took up getting

through here, and at the end of another day we were down to Paint Creek, four or five miles below Eagle. There is a big washout here of seven or eight hundred feet around the end of the dam, that was cut out in '84, when the high water tore away a big bluff sixty or seventy feet high and got away with the whole bunk. We had a little jam on the old pile piers that stick up here, but got through all right and the logs sailed into the Big Eddy a couple of miles from Chippewa Falls, and moved down towards the dam before a good stiff north wind. The big Eddy was a big pond right in the bend of the river, four miles above Chippewa Falls and would hold 200,000,000 feet. It was about eighty rods across and the water was from twenty to thirty feet deep. We camped that night on the west bank of the Eddy, about where the Chippewa water works are now, and the razee we had at supper time would of made you weep. The grub was spread out on the ground and every feller had a tin plate of pork and beans and a tin cup of black coffee that would hold up an iron wedge and every swallow of it would make your ears thump against your head. Bill Simpkins, the onery brute, he sees some particular vittles that he wanted, over in the middle of the grub, and he got up and made a pass for them. The first step he made he put his big foot slap into Pete Tosca's plate of beans and then there was trouble. Pete got up and he give Bill one swipe forward of the ear and Bill got at it himself and sailed in. Well, sir, there was pork and beans and etcetera a flying through the air there in about a minute, and the boys scattered and give 'em room. Bill would baste Pete on the snute and Pete would lam Bill in the stomach and the gang yelled pack it to 'em all the while. Well, sir when them fellows got quieted there wasn't much grub left around in them parts, and what was left didn't look very good to eat. When we rolled in that night there was two fellows in camp that felt pretty badly bunged up.

The next morning everything was lovely and no hard feelings and we drove all that day, packed our traps and the Belle around the Falls, let our boats go over, and camped in Frenchtown, just below the falls, that night. We didn't have such a bully time that night at camp as we did the night afore, as the boys all sneaked off about dark and left no one about the Belle but me and the cook and cookee.

The first thing we heard next morning was the cook thumping on a tin pan and yelling for boys to turn out. The water had raised during the night and flooded the bean hole and the gang were sad. They crawled out that morning looking mighty sick and leary, and you could have told if your hadn't knowed it, that their first night in town had been a terror. After breakfast the crews nailed onto their pevies, took to the boats and at first lunch we were at Gravel Island, about four miles below the falls. The logs sailed around the island all hunky, and jogged along down to the Upper Dells, two miles further, where we had to break a couple of jams, and the next point we struck was the old Blue Mills, now known as the Badger. Nothing particular loomed up on the horizon here except Tom Butler, who stood on the bank and hollored the boys up to have a cigar. The boys went up; second lunch was chewed just below the old Lafayette Mills about two miles above the Dells Mills, and about dark we run in at the Walkins Island boom at the Dells Mill and were at the end of the trip. The 10,000,000 feet we fetched down, were for the Dells Mill, and we had been 35 days on the drive.

That night we went over to the mill and struck Mister Burdick and Mister Prescott, and got our boodle and went on a little toot down at Eau Claire.

*Reprinted in its original form from the **Eau Claire Free Press,** May 21, 1889 except for minor changes in spellings.

EAU CLAIRE AND THE LUMBER INDUSTRY

by Dr. Robert Lotz
President, Chippewa Valley Museum

The topic today is to cover logging in the Chippewa Valley which would take several hours to do. It cannot be covered in twenty minutes. This is a brief summary.

The Chippewa Valley covers an area about 150 miles long by 75 miles wide. It almost seems like nature made the Chippewa River Valley for lumbering. The Chippewa and its tributaries provided a means of transporting the logs to the mills and the lumber to market. The climate afforded nearly ideal conditions for transporting logs to the river banks during the winter. Most important, the valley contained an abundance of merchantable timber - one sixth of all the white pine in the United States. The first timber cruisers felt that it was so heavily timbered that it could not be cut in several lifetimes, but in one lifetime the area was denuded of practically all of its timber.

For the first few years, harvesting of logs was slow because of lack of supplies to the area, the difficulty of developing power sources, and the lack of animals to transport logs to the river banks and to get in food for men and animals. It was in 1822 that the first sawmill was constructed to convert timber into lumber and to float it down to the Mississippi River. One must keep in mind that almost all of the state of Wisconsin up to 1825 was held by various Indian tribes. A treaty executed in October of 1842 vested all of the Chippewa lands to the United States government.

Between 1832 and 1834 a band of soldiers and woodsmen cut down a number of pine trees in what is now known as Putnam Park. The man in command was Lieutenant Jefferson Davis, who later became the president of the Southern Confederacy. The logs were sawed at Wilson Creek in James Lockwood and Gerard Street's sawmill, which had been built in 1828, and then rafted to Prairie du Chien. It was used to rebuild Fort Crawford which had been damaged in the War of 1812 by the British.

Slowly the region became peopled. The general exodus from the eastern states along with a migration of Swedes, Germans, Canadians, Scotch and Irish set in by 1835 and provided the pioneers who started to develop the valley. By 1845 logging and lumbering began to take off. In 1851 an estimated 4,000,000 feet of logs were rafted to the Mississippi from the Chippewa and five times that number of logs were sawed into lumber at sawmills on the river. While not the earliest sawmill location on the Chippewa, Eau Claire became the largest center in the late 1850's, a position it maintained until the end of the lumber era.

The amount of lumber manufactured annually in the Chippewa Valley by the middle 1860's totaled 100,000,000 board feet. At the end of the 1870's, Eau Claire was one of the leading lumber centers in the entire Mississippi River Valley. Its production of 148,600,000 board feet in 1879 represented 60 per cent of the output of the Chippewa Valley. In 1884 the mills of Eau Claire turned out 245,500,000 feet of lumber.

Most logging camps in the valley during the apogee of lumbering were basically the same, made of logs that were poorly chinked, and a roof that was not entirely leak free. A typical camp had a blacksmith shop, a bunkhouse, a cook shanty separated from the bunkhouse by a dingle and a stable for horses and oxen. The latrine consisted of a thick plank with four or five large holes laid across two stumps.

Most bunkhouses had a deacon's seat, nail kegs half filled with sand for a spittoon, and in one corner, a wooden wash trough with a mirror and shaving equipment. In another corner was a chest that held soap, tobacco, a few sundries and some emergency medicines. A druggist of Eau Claire made a substantial income by supplying medical kits which contained linament, laudanum (opium), and cough medicines that were about 90 per cent alcohol. Most of the lumberjacks needed large amounts of cough medicine, especially on weekends.

Most camps contained 25 to 30 men, but larger or smaller camps existed. One can imagine the aroma that permeated the atmosphere made up of bodies bathed only once in the early fall and once in the late spring. Wet socks, wool shirts, and pants drying on a rope strung through the bunkhouse produced an odor long remembered.

The most important man next to the foreman was the cook. If the food wasn't good, the crew would gradually fade away, finding employment at other camps. The cook ruled with an iron hand, and many hung a placard on the wall that read "no talking at the table." Men were expected to eat silently and quickly. The workmen always took the same place at the table at which they had eaten their first meal. Plenty of good substantial food was necessary for men who did heavy labor in cold weather. Their caloric intake went up to about 6000 calories per day and most crews ate four times a day.

On finishing the evening meal, the lumberjacks would cross to the bunkhouse and light their pipes for an hour's smoke before turning it. This was also the time for the Paul Bunyon tall tales and sometimes on Saturday night there would be a dance where some of the men would put a handkerchief in their pocket or about their neck and represent women.

There has been material published from a daily journal kept at Little Falls Dam (Holcombe, Wisconsin) from 1882 to 1890. Frequently entries noted the arrival of a tote team with supplies or that a supply team left to get supplies. These supplies included iron fittings, timbers, coal, medicine, or food. The food list usually included beans, flour, salt, bacon or salt pork, sugar, and other staples. At no time, have I found a request for toilet paper, tissue, or toilet soap. An entry in July 1883 states that the men struck for more pay. Luke Lyons, foreman at the dam, simply went to town for a new crew and came back with it two days later.

After the logs were delivered to the river bank, they were hooked into the river where "river pigs" would guide them to the mills. These men were frequently the same crew that cut the logs in the winter. Driving was a very dangerous job, however, not all the woodsmen would join the driving crew. Even if logjams were prevented, and water over a rapids was at the correct level, and this almost never happened, the job of a river pig wasn't easy. Huge logjams often occurred that took weeks to break. Many lumbermen were killed in such operations.

Once the logs reached the Dells Reservoir, they still had to be sorted and transported to the sawmills. Work in the sawmill proved just as dangerous as on the drive. Accidents were frequent and included everything from an amputation of finger to death from a fire or explosion of a steam boiler. In 1883 the Eau Claire papers noted a fatal or severe accident every week.

Initially, all of the lumber produced by the Eau Claire sawmills was rafted out in cribs that were 16 by 32 feet. With the coming of the railroad in 1873, however, more and more of the lumber reached market by rail each year.

Each area of the Chippewa Valley had its own aggressive, hard working, and sometimes devious individuals such as Ingram, Carson, Weyerhauser, Rutledge and Thorp who were responsible for the success of various lumbering enterprises. It must be remembered that for all the individuals that made huge fortunes in the business, such as Weyerhauser and Ingram, there were many who went broke and never tried it again. Joseph Thorp came from the east with a large sum of money and bought out an existing lumber company. The first year there wasn't enough snow melt to have a drive, and the following year a flood washed most of his logs down the Chippewa River where they were lost. The same flood tore out a portion of his sawmill and it had to be rebuilt. He had just got going good again when the sawmill burned down. For most men, this sort of catastrophe would have finished their dreams. Because he had connections back east, he was able to borrow more money to rebuild and eventually made the business a tremendous success.

Logging and lumbering were the main industries in the valley and practically all of the communities were established because of them. Agriculture, however, developed hand in hand with logging and lumbering. Wheat, oats, a little tobacco, and some root crops were grown. Gradually, these crops disappeared and dairy farming emerged as the most important agricultural activity. As the white pine disappeared, the lumberjack went to other means to support his family, usually into agriculture. By the early teens of the twentieth century, the cutover land was being sold for dairy farming. Huge pine stumps filled with pitch were left standing on the land, taking twenty or thirty years to rot, and using up the energy of the strong to remove them.



Ingram and Kennedy Mill, Eau Claire, WI circa 1890
(Courtesy State Historical Society of Wisconsin)

"WOMEN CAME TO THE WOODS"

by Diane Schmidt
Curator, Chippewa Valley Museum

The first women who came to the woods were probably those brave souls who followed their husbands or fathers in their quest for the dream of good land, freedom and prosperity. They may have been Yankees who came overland from the east or immigrants from Norway, Germany or Ireland who first braved the ocean and then dusty wagon roads.

My Grandma, Marie Nischik, was an immigrant from Germany who followed her husband into the Wisconsin forest near Osseo. She came by covered wagon with a babe in her arms and two at her skirts. She still thought it ordinary to split her own firewood at the age of eighty-five.

Other women came to the woodlands at an early date to preach, teach or heal the sick. The loggers said that a decent, respectable woman had nothing to fear from the camp crews. Nevertheless, women in camp were a distraction. Rough men cooped up from November to May with "no women, no whiskey," (the camp law before 1900), were eager to pay respect to religious missionaries or sign temperance pledges for visitors who wore skirts and perfume. Temperance was easy when you had no liquor and religion sometimes lasted for **all** of Sunday.

Logging and lumbering were dangerous occupations. Early hospital statistics for northwestern Wisconsin show that most of the treatment was given to men who worked in the woods or in the saw mills, where just one wrong move could cost a life or a limb.

During the early 1880's, Chippewa Falls wanted to build a hospital; the priests and nuns knew they would end up taking care of the sick and injured "jacks" anyway. Why not have them pay for it ahead of time while they still had money?

The first women in the Chippewa Valley, who went to the woods and gained fame for doing it, were probably the good Sisters of St. Joseph's Parish in Chippewa Falls. Following the example set on the Wisconsin River, they went into the camps to sell insurance. A priest named Goldsmith and several nuns visited Chippewa River camps offering religious consolation and selling insurance tickets. The very first pre-paid health insurance policies - if you will.

The insurance tickets were usually sold at the beginning of the "season" or at pay time in the spring. Often toward the end of fall when food was scarce and dollars were scarcer, some "jacks" were suspected of developing illnesses just to take advantage of a comfortable hospital bed and good food.

The stories conflict; some say there were three or four different policies: $12.00 being the best, and paying for a whole year that covered "all the privileges the house affords." Five dollars was the middle fee, paying for fewer services. The insurance ticket that we have in the Chippewa Valley museum collections is for $7.50 for one year's coverage in 1905, with some notable exclusions: "insanity, chronic and contagious diseases, venereal, intoxication, fighting."

Chippewa Falls townspeople said it was the money from the pinery workers that built the first area hospital.

Most women who went to the woods went as cooks or "cookees." Usually there were

two or more at a camp. In 1885, women made up one and a quarter percent of the woods work force, but by 1910 the percentage of female workers had dropped to a fraction of one percent.

My Grandma, Bernice Welch cooked in the woods during the early 1920's in northern Oconto County. She took along a young widow as a helper. Her donut and pie recipes are still used in the family today. They must have been good, because she was asked back to cook winter after winter.

Grandma Bernice was a Yankee who ended up in Gillette, Wisconsin. She married a proud, half-breed Indian named Walter Welch who was an independent teamster in the winter and a brick maker in the summer. Grandma Bernice was "fussy," clean, and a good cook, and would sometimes go to camp with "Pa" in the winter as a cook - **if** she had a room off the kitchen **and** a good helper. No second rate bunkhouse sleeping arrangements for her. She was special and expected to be treated that way.

In interviewing old loggers and asking about women workers, some had faint recollections of them as sawyers, teamsters and even cruisers - usually they were widows and wives of disabled lumberjacks who took over their husband's jobs or got put on during labor shortages. There is even one story of a woman who passed as a man for a whole season, and probably never would have been found out except for an accident.

Harvesting the woods is hard work, but with modern equipment, women can now do most of the jobs. Saving the forests and replenishing them is a noble endeavor for either gender, and finding peace and renewal in a woodland is a wonderous experience for any soul.

The logs, the woods, and the smell of the pines have been a way of life in my family for generations. I wish I could pass this feeling of oneness with the woods on to my children and my grandchildren. Maybe it's the little bit of Indian in me reaching back over time, or maybe it's a longing to be back in the forest where I spent so much time while I was growing up, but to me women are naturally a part of the woods.



Women Cooks, Hanson Bros. Camp 1912
(Courtesy Malcolm Rosholt)

THE IMPROVEMENT OF HALF MOON LAKE FOR LOGGING*

by Randall Rohe
University of Wisconsin-Waukesha

A number of writers have attributed the existence of a suitable area for booming, i.e., Half Moon Lake, as one of the major reasons for the emergence of Eau Claire as a major lumber producing point. Yet the use of this lake for booming required continuing labor on the part of the lumbermen and entailed considerable effort and expense. The improvement of Half Moon Lake for log storage offers a representative example of the impact of lumbering on the natural environment.

Half Moon Lake, an oxbow-lake, occupied the cutoff meander of the Chippewa River just west of Eau Claire. It was separated from the main stream when the Chippewa straightened its course during a flood. Both ends of the placid, two-mile long lake were separated from the Chippewa by a narrow neck of land. This large, shallow, and protected body of water provided room for holding 30-40 million feet of logs and seemed ideal for a boom.

Adin Randall, a lumberman from New York, early recognized the possibilities of using Half Moon Lake for log storage and he acquired title to the land adjacent to the lake and river. Subsequently Randall entered into a contract with Daniel Shaw and Jotham Clark to make Half Moon Lake "suitable, fit and useful for booming purposes." In 1857 work began on a canal between the river and the lake. The 1200 foot canal measured 18 feet at the top and sloped inward to a minimum width of eight feet at the bottom. The sides were covered with two-inch planks to prevent erosion. Randall proposed to dig not only a canal across the quarter-mile of low land separating the Chippewa and the lake but another shorter canal to connect the lower end of the lake with the river. The logs that came down the Chippewa then could be sluiced into the lake, held there until they were needed, and then run through the lower canal to sawmills at the confluence of this second canal and the river.

After completion of the first canal, insufficient capital remained to continue the project. As a result the Half Lake Canal Company was incorporated in 1859. Its charter authorized the erection of a wing dam and a boom or booms on the Chippewa for turning logs from the river into the millrace. In early February 1859, the **Free Press** noted the construction of "some mammoth piers in the Chippewa river, for the purpose of attaching a boom". The "most workmanlike of anything of the kind ever built on this river."

One of the problems in using Half Moon Lake as a boom was how to guide the logs from the rather swift Chippewa River into the canal. A boom placed in the river at an angle with the current and held in place by permanent piers would have easily solved the problem. The Chippewa, however, was a navigable stream so any boom had to be so arranged "to permit the passage of boats, rafts, and water crafts at all times".

The first solution attempted was to build at the head of the canal a line of piers and floating timbers to enclose a small area of water along the bank (a pocket boom). At a projecting point of rocks about one hundred rods above the canal, on the opposite bank of the river, a rigid boom, formed by fastening together three or more piers of heavy square timber in consecutive lengths, was affixed to the rocks and extended nearly

down to the canal, where piers and sorting works were erected. Chains attached to anchors supported the boom at short intervals and held it out in the current. The lower end had a windlass and chain to pull the boom toward the shore and guide the logs into the pocket. The opening and closing of the boom by this means proved not only difficult but slow and many logs escaped, especially during high water when great numbers of logs came downriver.

In 1859 the Half Moon Lake Boom Company contracted with James Allen and Levi Pond to construct "a boom that would open and shut across the river independent of chains, anchors or windlasses, and without any external aid". By long and careful experiments, they devised what became known as the fin sheer boom or sheer boom. The fin sheer boom had a series of blades or fins made of large, long planks hinged to its downstream side. When the fins were pulled by means of a cable to a right angle position in respect to the boom, the force of the current pushed the boom to the opposite shore, guiding the logs into the pocket boom. When the fins were released, the current swung the boom out of the channel, permitting a raft or boat to pass.

The greatest weakness of Half Moon Lake for log storage was its elevation several feet above the Chippewa River. As a result logs could be run into the canal only during periods of fairly high water. To move logs at other times, the millowners constructed a horse-drawn, wooden railroad in the mid-1860's from the river to the lake and from the lake to the mills. Later the Half Moon Lake Boom Co. laid an iron track and in 1868 Ingram and Kennedy purchased a locomotive for use on the short line, but it was apparently never put in service.

During the early 1870's, the boom company continued to improve Half Moon Lake with construction of a sorting boom, four feet wide and over 1200 feet long, near the race into the lake. Early in 1876 the company made even more extensive improvements to their works with the addition of fifteen new piers and some sorting booms to enable the Valley Lumber Co. and Ingram, Kennedy and Company to sort and retain logs at one end of the lake. The following year the Half Moon Lake Boom Co. made improvements in the lake at a cost of some $20,000. The improvements consisted of a double row of stone piers, connected by strong booms with sorting works every here and there, extending from the race to Shawtown. The logs belonging to Eau Claire mill owners were turned into the sorting works while logs for down river mills came out at Shawtown.

The numerous improvements at Half Moon Lake failed to completely eliminate all problems. During periods of large freshets, its storage capacity often as not proved inadequate. "Most of the logs that could not be handled at the assorting gap which turns them into Half Moon Lake, ran by, and went down river with the Beef Slough drive." The mill owners at Eau Claire, in fact, had long recognized the need for larger log storage facilities and for some 18 years had unsuccessfully petitioned the Wisconsin legislature for such facilities. Finally, in the mid-1870's their efforts met with success. The improvements began at the dells, a short distance above Eau Claire, in February 1877. The improvements included a dam, booms and sorting pens, a cutoff canal across a bend in the river to provide for log storage, and a canal or race between the Dells Improvement and Half Moon Lake. The race was needed so that the Dells works would not become crowded with logs destined for mills in the lower part of the city.

The operation of cutting a canal through the neck between Half Moon Lake and the bend of the river was "one of the most important and laborious connected with the improvements."

> The lake lies a considerable distance below the river, and the cutting must be in great part through hard sandstone rock. It will take some considerable time, and furnish work to a great number of men. The enterprise is one of the most important that has yet been projected, and will prove invaluable to the lumber and logging interests of the Chippewa Valley. The water power created by this long canal at a steep grade will be sufficient to run an indefinite number of mills and factories, giving a mighty impetus to the general business interests of the city . . . (and) will largely increase our manufacturing facilities.

The **Eau Claire Argus** of 13 November 1879 announced that work on the canal was "under rapid progress" with over a hundred men employed in its construction. A correspondent of the **Free Press** visited the operation and stated:

> It is in many places already much deeper than the top of a man's head, while wherever the ground is low, a wooden flume will be necessary to contain the water, which must be at an uniform depth of sixth feet or more throughout. The banks are already scored with cuttings for the sills of this embankment, and the timbers turned out of the several mills are being fashioned and put together in sheds erected along the course of the canal.

By early December the sheds were "busy centers of labor," and formed "quite a straggling village by themselves, as they follow one another along the side of the canal."

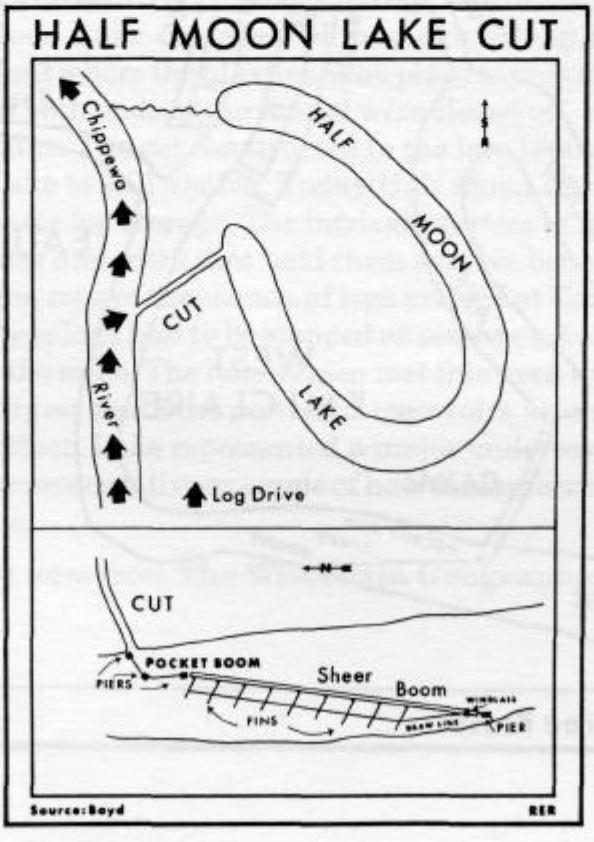
The Dells consisted of solid sandstone bluffs over ninety feet high and the upper end canal had to be excavated in solid rock. The part removed by blasting to make way for the canal probably averaged about thirty feet in height and about a quarter of a mile in length. In late November the **Free Press** wrote "the rocks blackened and scarred with the frequent explosions of gunpowder now overhang the yawning trench." By early December the improvement company had already used 65 kegs of blasting power, over 1500 lbs.

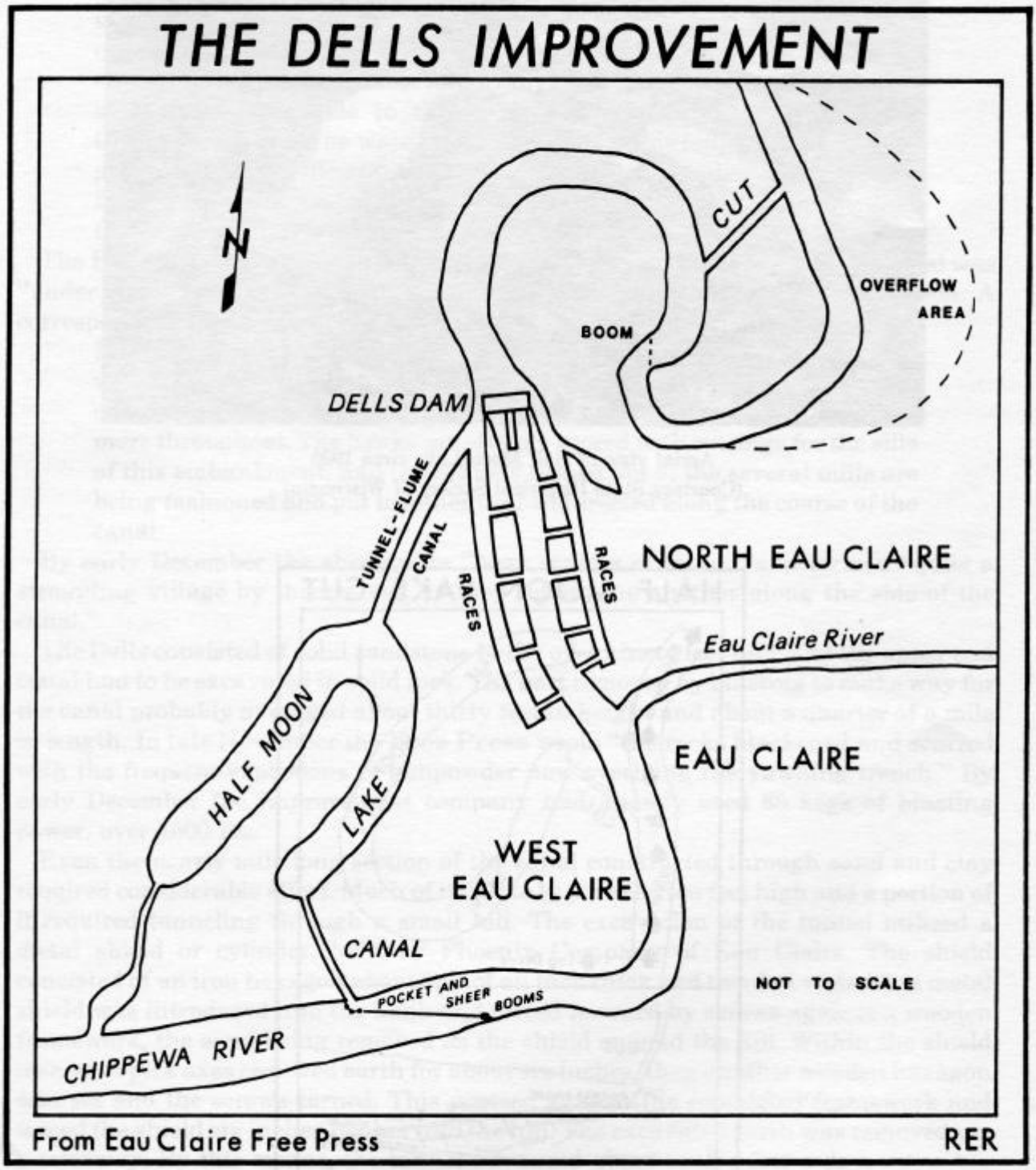
Even the nearly mile long section of the canal constructed through sand and clay required considerable effort. Much of it had to be planked ten feet high and a portion of it required tunneling through a small hill. The excavation of the tunnel utilized a metal shield or cylinder, built by Phoenix Company of Eau Claire. The shield consisted of an iron hexagon about ⅜th of an inch thick and two feet wide. This metal shield was introduced into the bank and forced forward by screws against a wooden framework, the sand being removed as the shield entered the hill. Within the shield men with pick axes removed earth for about six inches, then another wooden hexagon was set and the screws turned. This pressed against the completed framework and forced the shield six inches farther into the hill. The excavated earth was removed via a tramway. By this means, the tunnel advanced about twelve feet a day.

Simultaneous with the tunneling operations, other workers were busy at the Dells end of the canal. At the Dells Dam a new line of booms was laid along the west side of the dam to divide the log channel so that logs destined for Half Moon Lake could be



Aerial view of Half Moon Lake circa 1930
(Courtesy State Historical Society of Wisconsin)




THE DELLS IMPROVEMENT
N
CUT
OVERFLOW AREA
BOOM
DELLS DAM
TUNNEL-FLUME
CANAL
RACES
RACES
NORTH EAU CLAIRE
Eau Claire River
EAU CLAIRE
HALF MOON LAKE
WEST EAU CLAIRE
CANAL
POCKET AND SHEER BOOMS
NOT TO SCALE
CHIPPEWA RIVER
From Eau Claire Free Press
RER

separated from those for mills downstream. A flume, 10 feet high and 7½ feet wide, was constructed at the west side of the dam. It was supported by a timber pier 10 feet wide and over 200 feet long to the west bank of the river, where a shelf had been blasted out of solid rock.

After completion of the Dells canal and tunnel, the companies on Half Moon Lake intended to store most their logs there which necessitated the enlargement of the facilities in the lake for sorting and handling logs. For most of the winter, the Half Moon Lake Company had a force of men at work on the lake preparing for the coming season. Besides putting in new piers, many of the old ones were repaired and loaded more heavily with stone. New sorting works for separating the logs according to ownership were constructed at the point where the tunnel emptied into the lake. In mid February the **Free Press** decribed Half Moon Lake as about the busiest place in the city. A force of about twenty men were engaged in building new piers, making improvements on the booms, etc. to facilitate the handling and sorting of logs.

Workmen completed their work in early April. The **Free Press** 8 April 1880 reported that "large numbers of logs had passed through the canal and the working of the improvements are satisfactory in every particular". The **Lumberman's Gazette** elaborated that "the completion of the works may be considered as one of the most notable as well as important in the city." In a normal season in the 1880's the Dells Improvement Company handled ten million board feet of logs a day, and 100 million feet passed through the canal into Half Moon Lake each year.

The last log drive came down the Chippewa in 1908. By 1916 the canal that had been excavated in 1857 was dry and overgrown with trees. The flume that extended from the Dells Pond to Half Moon Lake disappeared long ago. Along the walls of the Dells, however, it is still evident where the blasting took place to provide a shelf for the flume. After lumbering ended both ends of the tunnel were closed off, but for some time there was sinking along its line. The cut constructed in the late 1860's at the western end or outlet of Half Moon Lake is still visible. Today Half Moon Lake shows little obvious evidence of its past use for log storage. The intricate system of booms is long gone, but the remnants of the piles and piers that held them survive beneath its surface.

During the lumber era, tens of thousands of logs arrived at Eau Claire during a short period each Spring. These logs had to be stopped at some point above the sawmills and stored until needed by the mills. The lumbermen met this need by converting an oxbow lake into one of the largest and best protected reservoirs in western Wisconsin. The improvement of Half Moon Lake represented a major undertaking in both effort and expense. It provides a representative example of how the lumbermen altered the natural waterways for their use.

*Reprinted in abridged form from **The Wisconsin Geographer.**

CITATION
for
DISTINGUISHED SERVICE AWARD
to
MARINETTE COUNTY LOGGING MUSEUM

The recipient of our 1987 organizational award for distinguished service in the preservation of our state's forest heritage is the Marinette County Historical Society and the Logging Museum it sponsors. The society was organized in 1932 and its Museum was dedicated in 1962.

Although the Museum houses many artifacts of the early logging era, its most outstanding display is the replica of a typical logging camp - in miniature.

The display was created by John B. Mayer of Marinette, a Canadian-born woodsman and riverman, whose hobby was wood-carving. Over a six-year period and after 5,000 hours, Mayer carved two logging camp buildings, a blacksmith shop and stable, and completely furnished them with all the appropriate paraphernalia of those days. To complete the panorama, he detailed a typical woods operation, from the felling of pine trees, swamping of skid trails and haul roads, oxen skidding, to the loading of logs on a sleigh from a skidway. This unusual exhibit uniquely tells the story of the daily life of Menominee River lumberjacks who harvested and delivered almost 11 billion board feet of timber during those river-driving years.

This wood-carved masterpiece was purchased from the Mayer family following his death in 1947 by the widow of Charles A. Goodman, a leading lumberman in the Menominee River Basin. Subsequently, it was presented by her to the Marinette County Historical Society, which has since maintained this exceptional display.

We take great pleasure in recognizing the Marinette County Historical Society's role in the preservation of Wisconsin's forest history with this hand-carved plaque, which we hope will be added to its museum displays as further evidence of that role.

CITATION
for
DISTINGUISHED SERVICE AWARD
to
RANDALL E. ROHE

Our 1987 distinguished service award to an individual goes to one whose name and accomplishments in the field of forest history are becoming increasingly familiar to forest history buffs both regionally and nationally.

As an author and teacher of wide repute, his numerous articles, treatises and papers all bear the stamp of scholarly research that is coupled with a writing style that make historic facts interesting reading.

Dr. Randall E. Rohe is currently a professor of geography at the University of Wisconsin-Waukesha Center, with previous stints of teaching at Nicolet College in Rhinelander and at the University of Wisconsin-Green Bay. He received his B.A. degree from Carroll College in Waukesha, and his M.A. and Ph. D. degrees at the University of Colorado, where he also taught before returning to Wisconsin.

Among Dr. Rohe's more notable forest history works was "The River Driving Era in Wisconsin" which was published as a special insert in a 1981 edition of the ACADEMY REVIEW, quarterly magazine of the Wisconsin Academy of Sciences, Arts and Letters. Equally fascinating reading is his "Place Names: Relics of the Great Lakes Lumber Era", published in the JOURNAL OF FOREST HISTORY in 1984.

Another praiseworthy research effort resulted in the "Evolution of the Great Lakes Logging Camp, 1830-1930", published in the January, 1986 issue of the JOURNAL OF FOREST HISTORY. Our Association was fortunate in obtaining a considerable supply of reprints of this article for distribution as a bonus to new members.

Association members who attended the 1985 annual meeting will recall that Dr. Rohe presented a paper on "The Life and Death of a Lumber Town", subsequently reprinted in our PROCEEDINGS. He has since undertaken a more extensive account of the many ghost towns in northern Wisconsin that had their beginnings as thriving sawmill communities. This work is in the process of being published in book form and will undoubtedly add considerably to the printed knowledge of the state's lumbering history.

For his noteworthy contributions to the preservation of Wisconsin's forest heritage, we are extremely pleased to present this plaque to Dr. Rohe as a token of appreciation from his fellow Association members.

ANNUAL REPORT OF THE SECRETARY-TREASURER

If anyone has had any doubts about our Association being a non-profit organization, he need only to look at the bottom line of our annual operating statement to verify that fact.

Happily, we did manage to end the past fiscal year in the black. However, do not be misled by that operating gain of $466.57. There were several obligations outstanding on June 30th, the bills for which were not received until some time after the books were officially closed. Had they been submitted earlier, they would have been promptly paid and that $466.57 would have shrunk down to exactly $1.89! It's a good thing that we are also a tax-exempt organization - I hate to think of the work involved in filing a tax return on that $1.89 of net income.

As you will note, membership dues of $2,840.00 and interest income of $1,587.00 comprised the largest sources of our operating funds. Falling interest rates this past year were offset by increased dues income, which was the result of a stronger effort at recruiting new members.

On that subject, we managed to enroll 32 new members, but regretfully we had to drop 15 delinquent members, so that the net gain in membership was only 17. As you are all aware, membership dues were increased on July 1st by $2.00 for individuals and $10.00 for corporations. To date, there has not been any noticeable adverse effect on membership renewals. On the contrary, renewals for the first two months of the current fiscal year were ahead of the same period last year.

On the disbursement side of the ledger, publishing costs continue to be our largest expense, being 44% of our total operating costs. The respective editors of our two regular publications are to be complimented for keeping these costs down as much as they have. However, it is obvious that this major function of the Assocation cannot be expanded until, and unless, we can generate more operating income.

Our capital fund was increased by $600.00 so that we now have $26,628.50 in this category. Although we do not have an active campaign for such funds currently in effect, members are reminded that contributions can be made at any convenient time. If we can eventually double this fund, its investment income could take the pressure off any need to again increase membership dues.

The auditing team of Christy Hauge and William Sylvester, both of Stevens Point, has confirmed both the operating statement and the summary of cash assets as of June 30, 1987. Both of these reports are available to members upon request.

Frank N. Fixmer
Secretary-Treasurer

FOREST HISTORY ASSOCIATION OF WISCONSIN
FINANCIAL STATEMENT as of JUNE 30, 1987

Reconcilement of Cash Assets

Checking Account —			
1st American National Bank, 7/1/86	$ 745.52		
Certificate of Deposit —			
1st American National Bank, 7/1/86	8,000.00		
Investment Account — Smith Barney	17,097.00		
		$25,842.52	
Add: Excess receipts over disbursements for fiscal year 1986-87		466.57	
		$26,309.09	
Add: Restricted Capital Funds donations during fiscal year 1986-87		600.00	
		TOTAL CASH ASSETS	$26,909.09

Summary of Cash Accounts

Checking Account —			
1st American National Bank, 6/30/87	$ 1,368.09		
Certificate of Deposit —			
1st American National Bank, 6/30/87	10,000.00		
Investment Account — Smith Barney	15,541.00		
		TOTAL CASH ON HAND	$26,909.09
Restricted Cash Funds — See Below		$26,628.50	
Unrestricted Funds		280.59	
		TOTAL CASH	$26,909.09

Summary of Restricted Cash Funds

General Fund —			
Balance 7/1/86	$22,438.50		
General Fund —			
Additions 7/1/86 - 6/30/87	600.00	$23,038.50	
L.G. Sorden Memorial Fund —			
Balance 7/1/86	$1,590.00		
L.G. Sorden Memorial Fund —			
Additions 7/1/86 - 6/30/87	-0-	1,590.00	
Student Award Fund —			
Balance 7/1/86	$1,600.00		
Additions 7/1/86 - 6/30/87	-0-	1,600.00	
Life Memberships —			
Balance 7/1/86	-0-		
Additions 7/1/86 - 6/30/87	$400.00	400.00	
		TOTAL RESTRICTED CASH FUNDS	$26,628.50

FOREST HISTORY ASSOCIATION OF WISCONSIN
OPERATING STATEMENT
July 1, 1986 thru June 30, 1987

Receipts		
Membership dues — Individual— renewals	$1,720.00	
— new	320.00	
Corporate — renewals	400.00	
— new	-0-	
Life/Other	400.00	
		$2,840.00
Donations — unrestricted	$ 20.00	
Student Award	105.00	
		125.00
Sales		81.34
Annual meeting (1985)		957.00
Interest/dividend income		1,587.43
Total Receipts		$5,590.77
Disbursements		
Postage, permits, labels		$ 481.54
Stationery and supplies		295.73
Bonding and insurance		128.00
Publishing — "Chips and Sawdust"	$ 259.00	
Annual Proceedings	2,000.00	
		2,259.00
Distinguished Service Plaques		37.05
Annual Meeting		985.60
Student Awards		200.00
Donations		125.00
Exhibits		4.72
Services, phone, off mtc.		576.31
Misc.		31.25
Total Disbursements		$5,124.20
OPERATING GAIN		466.57
Distinguished Service Plaques Inventory - 7/1/86	163.62	
Less: Plaques used 1986-87	(81.81)	
Plaques inventory 6/30/87	81.81	

MINUTES OF THE TWELFTH (12th) ANNUAL MEETING of the FOREST HISTORY ASSOCIATION OF WISCONSIN

September 12th, 1987
Chippewa Valley Museum - Carson Park
Eau Claire, WI

The meeting was called to order at 11:10 A.M. by Vice President Dean Einspahr, who presided in the unavoidable absence of President Albrecht. Fourteen voting members were present.

The Secretary read the minutes of the meeting of the previous year. There being no additions or corrections, they were approved as read.

The Treasurer then distributed copies of his finanicial statements and reviewed the highlights. On proper motion and second, they were approved and accepted as presented and made a part of these minutes. As in the past, copies are available to any member upon request.

The Nominating Committee's report was preceded by Vice-President Einspahr's announcement that he was not a candidate for re-election to the Board of Directors because his consulting business and future travel plans will preclude him serving on the Board to a satisfactory degree. He then reported that the other four directors whose terms now expire had agreed to be renominated. Upon proper motion and second, it was approved that a unanimous ballot be cast for the re-election of Fixmer, Harm, Roberts and Rohe to the Board of Directors for a two-year term.

Upon the request for nominations to succeed Dean Einspahr, Charles Stoddard nominated Ralph Swanson of Winchester. There being no further nominations, the Secretary was again instructed to cast a unanimous ballot and declare Swanson elected to the Board.

After appropriate motion by Allan Robertson and second by Jacque Vallier, the acts of the officers during the past fiscal year were duly approved and ratified.

An open floor discussion then ensued on the following subjects:

1988 Annual Meeting: The Secretary reviewed the sites of the previous eleven meetings and suggested that the usual procedure of revolving about the state would indicate a location in either the central or southeastern part of the state. "Doc" Brown expressed the opinion that the site should be closer to a major segment of the Association's membership. The final decision will be made by the Board of Directors at a future meeting.

Membership Promotion/Retention: V.P. Einspahr reviewed the past year's efforts at enrolling new members and indicated that posters will be prepared for display at various organizational meetings and conferences to publicize our existence and increase our membership. The Secretary reported that the recent dues increase has had no apparent effect on membership renewals to date but that there are still 46 members that had not renewed.

Student Awards: John Saemann, chairman of this committee, again solicited contributions toward this fund, to supplement the necessarily frugal $100.00 budgeted by the Board of Directors. Last year, supplementary donations enabled the Association to provide $200.00 for this purpose.

Logging Museums: The Secretary reported that the Board had approved a letter to the Governor, and appropriate state agencies and legislators, urging that future state highway maps show the locations of community museums, and particularly logging and lumbering museums, as an educational service to the travelling public. This is also a potential project for the Association's Educational Leaflet No. 2, in keeping with its basic objective of educating the general public about Wisconsin's forest heritage.

There being no further business, the meeting was declared adjourned at 12:02 P.M.

Respectfully Submitted,

Frank N. Fixmer
Secretary-Treasurer

"THE WOLF RIVER AREA'S FOREST HERITAGE"

Proceedings

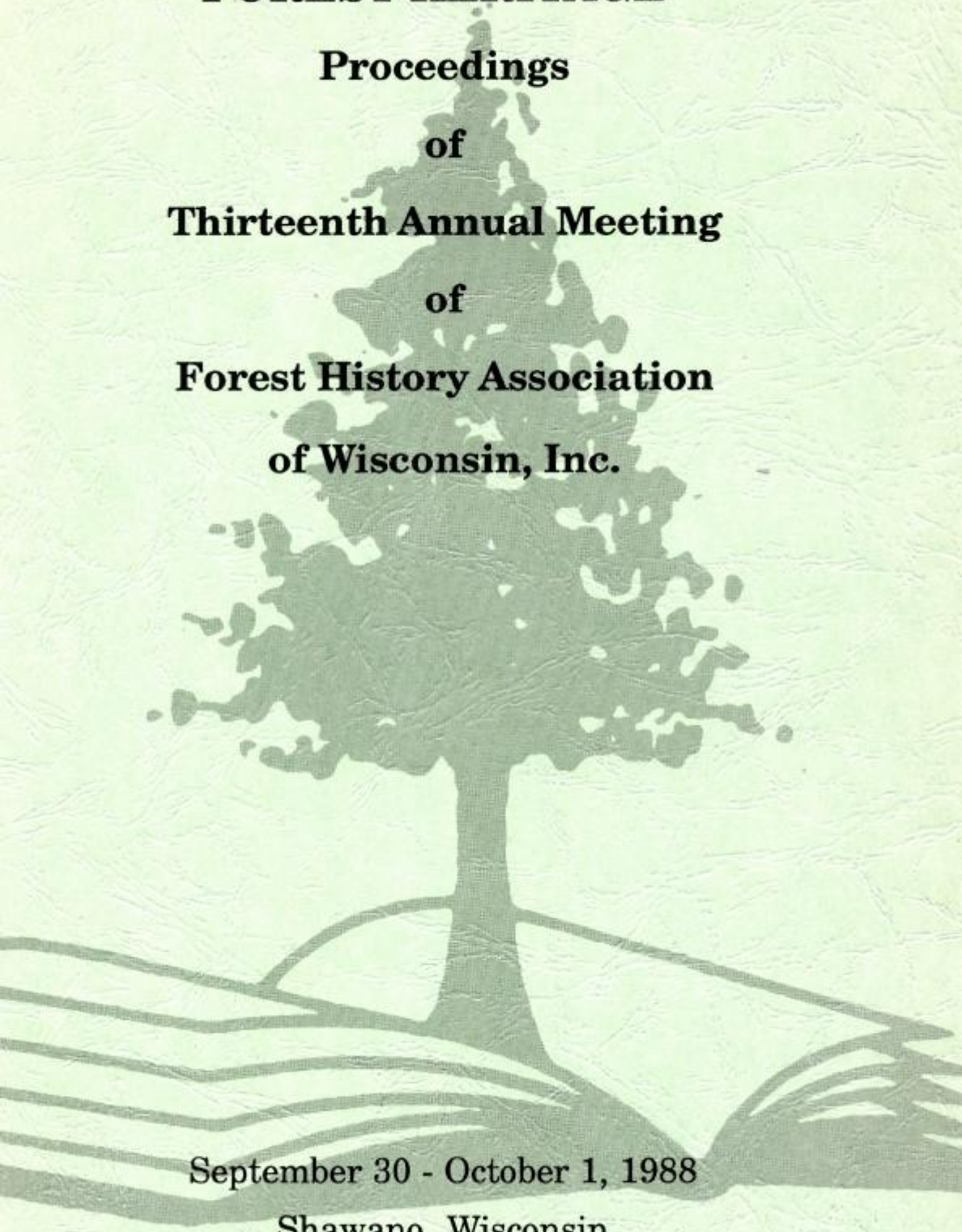
of

Thirteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.



September 30 - October 1, 1988

Shawano, 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 Forest History Association of Wisconsin, Inc., 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 1988-1989 are: Karl Baumann, president; Joyce Bant, vice-president; Frank N. Fixmer, secretary-treasurer; Jacques D. Vallier, Thomas Albrecht, Russell Roberts, Eugene Harm, Mike Sohasky and Ralph Swanson.

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

History of the Nicolet National Forest
Some Historic Events in Wisconsin Logging
Some Events in Wisconsin Forest History
Bibliography of Wisconsin Forest History
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 54401

The Print Shop, Wisconsin Rapids, WI 1989

Proceedings

of

Thirteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

September 30 - October 1, 1988

Shawano, 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 written papers presented, at the Thirteenth Annual Meeting of the Forest History Association of Wisconsin on September 30-October 1, 1988 at Shawano, Wisconsin.

Our Thirteenth Annual Meeting, held at Shawano, WI proved quite successful. The field trip to the Menominee Logging Camp Museum, which houses one of the finest collections of logging relics and artifacts in the entire country, especially impressed many members. Another highlight of the meeting was the keynote address by Robert Hendricks, President, Tigerton Lumber Company. His slide-illustrated presentation detailed the 100 year history of Tigerton Lumber.

John C. Black of Shawano showed and narrated a 1925 film about Wolf River logging and Gordon Dickie of Keshena outlined the forest history of the Menominee Indian Reservation and answered questions about past, present, and future lumbering operations on the reservation. The organizers of our 1988 annual meeting, Ort Henning, Karl Baumann, Tom Albrecht and Frank Fixmer, deserve all our thanks for an excellent program. The Board of Directors is most grateful to the various speakers who presented papers. As in the past, the papers were the highlight of our annual meeting and were received with enthusiasm from those in attendance.

A new addition to the annual meeting this year was an auction of books, relics, artifacts, and other memorabilia related to forest history. At the suggestion of member Larry Easton, the Board of Directors decided to try an auction on a small scale to raise capital funds for the association. It turned out better than expected. Our thanks to Karl Baumann who did an excellent job as auctioneer. An even better and bigger auction is planned for next year. We urge members to consider donating forest history related items for next year's auction. Donations of books, postcards, lumber company tokens, photographs, relics, and artifacts are all welcomed. Such donations, of course, are tax deductible and can really help alleviate the financial difficulties of the association.

At the awards banquet the association award its annual scholarship to Lee Bialozynski, a student in forestry at U.W. Stevens Point, and presented its distinguished service award to an organization to the Marathon County Historical Society and its distinguished service award to an individual to W.G. Youngquist. Joyce Bant, Prentice and Mike Sohasky, Antigo replaced Walt Goldsworthy, and Randall Rohe on the Board of Directors.

Randall Rohe, Editor
Patricia Collins, Assistant Editor

President's Annual Report

Welcome to the Thirteenth Annual Meeting of the Forest History Association of Wisconsin. The site and theme of this annual meeting hold special significance to me. As a boy, I spent many summers at my parent's cottage near Langlade on the Upper Wolf. Later, I wrote my M.A. thesis on lumbering in the Wolf River area. I hope you all took advantage of the field trip to the Menominee Logging Camp Museum. This museum, started by our own Jack and Dory Vallier, contains one of the finest collections of logging artifacts in America.

First off, I'd like to mention a few of the changes in our association and some of the things we've accomplished over the last year. Ralph Swanson replaced Dean Einspahr on the Board of Directors. We thank Dean for his many years of service to the association. Bob Brisson resigned as editor of "Chips and Sawdust" and I replaced him. I wish to thank Bob for his work as editor and those members who have helped me to try to expand and improve our newsletter.

The association again awarded a $200 scholarship, this year to Lee Bialozynski, a student at U.W. Stevens Point. He will present his paper at this meeting. Lynn Paque of the Office of Public Information, U.W. Waukesha has graciously established and endowed a journalism scholarship for forest history on behalf of the association at that school. The winning essay will be published in "Chips and Sawdust."

Frank Fixmer manned a F.H.A.W. display at the Great Log Jam at Wausau with assistance from Ned Revie and Ross Donehower and at the Logging Congress at Green Bay with the help of Karl Baumann and Christy Hauge. Frank also represented the association at the Tigerton Lumber Company's hundred year anniversary and the Forestry Hall of Fame induction. Among our current projects is a pamphlet on Wisconsin logging museums giving their location, their operating hours, and a description of their collections.

While the association accomplished much over the past year, one thing prevented us from doing more and in the long run threatens the vitality of our organization. Increasing membership is of critical importance to our health and growth. Potential publishing efforts such as a revised bibliography of forest history, an updated membership directory, and a planned series of county forest histories are impossible under our current financial conditions. All members are encouraged to make a personal effort to recruit a relative, friend, or colleague who has any interest in forest history. Further, we need a sustained effort to obtain the financial help of corporations, foundations, and institutions linked to forest history. We need the support of every member in soliciting such support. In fact, we need more members to take an active role in the association. We welcome your ideas. We encourage your participation as officers, directors, annual meeting participants and as contributors to "Chips and Sawdust."

Most of the work of directing the day-to-day operations of the association fall to the Board of Directors and its appointed committees. I would be remiss not to acknowledge their efforts, especially Frank Fixmer, on behalf of the association. Finally our appreciation goes out to Tom Albrecht, Ort Henning, Frank Fixmer and Karl Baumann for their efforts in planning our annual meeting. It takes a lot of work to set up such a meeting. They have arranged an interesting program that I'm sure you will enjoy.

Randall Rohe, Vice-President



F.H.A.W. members at our annual banquet. (Rohe)



Karl Baumann auctions off a logging relic at our annual auction. (Rohe)

Forest History Association of Wisconsin
13th Annual Meeting of Members
September 30-October 1, 1988
Shawano, Wisconsin

THEME: The Wolf River Area's Forest Heritage

Friday, September 30th - Village Haus Motorlodge (Best Western)

10:00 A.M. -	Registration; sign up for bus tour Coffee and rolls
10:45 A.M. -	Business Meeting - F.H.A.W. members
12:00 P.M. -	Lunch - wherever you prefer
1:15 P.M. -	Bus departs for Menominee Logging Camp Museum
5:00 P.M. -	"Get Acquainted" Hour - cash bar
6:00 P.M. -	Dinner Distinguished Service Awards Guest Speaker - Robert Hendricks, President, Tigerton Lumber Co. Entertainment

Saturday, October 1st - Village Haus Motorlodge - Conference Room

8:30 A.M. -	Registration, sign up for local car tour of "Leaf Colorama"
9:15 A.M. -	Welcome and introductions - Tom Albrecht, F.H.A.W. director
9:30 A.M. -	Ila Moede - Shawano County Historical Society
10:00 A.M. -	John C. Black - 1925 film about Wolf River Logging
10:30 A.M. -	Coffee Break
10:50 A.M. -	Mike Sohasky - Langlade County Forest Administrator
11:20 A.M. -	Lee Bialozynski - Winner of 1988 Student Award
11:50 A.M. -	Auction of donated artifacts - proceeds for Capital Fund
1:00 P.M. -	Lunch
2:00 P.M. -	Gordon Dickie - Menominee Indian Tribe
2:20 P.M. -	Dr. Randall Rohe - University of Wisconsin-Waukesha Center
2:45 P.M. -	Adjournment/Special Meeting of Board of Directors
3:00 P.M. -	Depart for local tour of "Leaf Colorama"

Logging and Early Shawano

By Ila Moede

Traveling through Shawano County, Wisconsin and viewing its beautiful dairy farms, woods and clear lakes, one finds it difficult to believe that a mere century ago the whole area was covered with one of the finest stands of virgin white and Norway pine in the entire world. The pines lured the first pioneers to the area and their ability to survive and prosper under adverse conditions in the wilderness reveals much about their hardy Yankee background. Shawano's close proximity to the Wolf River, Menominee Indian Reservation and the Military Road also contributed a great deal to the growth of the settlement.

The **Menominee Indian Centennial** booklet of 1954 tells us that the Treaty of the Cedars negotiated between the government and the Menominee Indians on September 3, 1836 at Cedar Point on the Fox River (Appleton) allowed white men to settle on the land north of the Fox which had previously been forbidden. The signing of this treaty opened the way for the lumbering interests of Oshkosh, Fond du Lac, and other cities south of the Fox to acquire access to the great pineries of northern Wisconsin.

In May of 1854 another treaty was signed at "Ka-ka-pa'ka-toch (Keshena Falls) by the representatives of the State of Wisconsin and Chief Oshkosh and tribal council members Keshena, Waukechon, Kinepoway and others, each representing a band of the Menominees, creating the present Menominee Indian Reservation.

Samuel Farnsworth came up the Wolf River in a canoe in 1843 to determine the potential of the area for logging. When his party arrived in Shawano, they found a small Indian village at the junction of the Wolf River and the outlet to Shawano Lake (the Pond). The village was called Shawanao from the Menominee word Sha-wa-Nah-Pay-Sa, meaning "lake to the south."

Mr. Farnsworth returned to Oshkosh and immediately purchased the land near the pond and part of what is now the northern end of Main Street from the government.

The following year Farnsworth sent Charles Westcott to establish a water-powered sawmill at the site of the Indian village. Mr. Westcott had considerable experience with mills from his employment with Harrison and Curtis Reed in Neenah and Menasha. The equipment for the mill was brought up the Wolf on barges poled by Indians. The mill was built on a beaver dam that Westcott improved with spillways and sluice gates. A bridge over the mill dam connected the north and south areas of the pond at the place known now as "Monkey Island" at the 400 block of North Franklin Street, the site of Heritage Park.

In 1848 Mr. Westcott was married at Waukau and the following year brought his wife and young son as well as the families of the mill crew, the Nortons, Ross, Montours and others, up the Wolf River. Along with the family of the Indian Agent, Julius Murray, and some surveyors, they formed the nucleus of the original settlement of Shawano, located north of the pond in the area now known as River Heights.

Recognizing Shawano's growth potential, Philetus Sawyer and George Andrews, attorneys practicing together at Oshkosh, purchased most of the land comprising the present downtown area of Shawano. Mr. Sawyer then obtained permission to build

dams on the Wolf River in order to float the logs down the river to Bay Boom in Lake Poygan for sorting to the different mills in the cities along Lake Winnebago.

Lumbermen sent John Gilmore to investigate the river for depths, rocks and possible dam locations. He thought a spot a little north of the reservation line, which consisted of large boulders covered with brush and cedars, was the source of the Wolf. Later investigation proved him wrong and that part of the river just south of the present "Wild Wolf Inn" or the old "Log Cabin Resort" on Highway 55 is still known as "Gilmore's Mistake."

By 1851 logging had become important along the Red River and other streams running into the Wolf. However, the mill operators at Shawano, who had replaced Charles Westcott, refused to allow other loggers to run logs through the Shawano dam. Mr. Murray, a Red River logger, offered one and a half dollars per thousand feet to the owners to let his logs pass through, but was refused by Mr. Booth, one of the proprietors. Finally Murray became impatient and gave Booth a blow with his handspike that sent him tumbling into the torrent below. While the millhands were helping Booth out, Murray's crew broke the dam and let the logs through. This incident broke the monopoly of the mill owners forever.

The loggers cut the logs during the winter months and used horses and oxen to skid them to the rollways, icing the roads (beginning in the 1870s) so that the sleds could move easier on their way from the woods to the riverbank. In the spring the logs, each one marked by a registered logmark placed on it by a stamping hammer, were rolled into the river. By opening and closing the sluice gates of a series of dams, the logs were floated down river to market.

The Keshena Improvement Company, under the supervision of Tom Ainsworth of Shawano, built driving dams on the upper Wolf at Pine Lake (the head of the Wolf), Upper Post Lake, Lower Post Lake, Lilly, Langlade, Gardner, the Dells, and Keshena Falls. There was the mill dam at Shawano, but there were no dams south of Shawano. The Keshena Improvement Company, owned by the "lumber barons" of the Fox River Valley headed by Philetus Sawyer, operated this series of dams for over fifty years.

Shawano received an important advantage in 1863 when President Lincoln signed an Act of Congress enabling Wisconsin and Michigan to begin construction of a road from Fort Howard at Green Bay to Upper Michigan's Fort Wilkins. Because of its intended use during the Civil War, it became known as the "Military Road." The creation of the road enabled the camps to be more easily supplied with food, hay and other necessary staples through the use of tote teams. Robert Upham, whose family did a huge business with the lumber camps, tells in his papers of 1952 that the goods most wanted at the camps were: Mackinac jackets, felt boots, Adam's Standard and Peerless smoking tobacco, plus chewing tobacco, leather-faced mittens, blue and red handkerchiefs, kerosene, dried apples, prunes, flour, horse and oxen shoes, and small wooden tubs of axle grease, among other things.

The Military Road was cut through the thick forest and was very crude with several very steep hills. One especially steep hill was so dangerous for the tote teams, that the driver would fire a rifle or a revolver when he approached the hill. If there was no answering shot, it meant the road was clear. If two shots were fired in response, this

meant another team was coming over the hill. The first driver then waited for the oncoming team to pass. That is how "Shotgun Hill" got its name.

Stopping places were provided for travelers and tote teams on their way north along the Military Road by Mag Lawe, Mitchell Beauprey, John Corn, Al Boyd, Hill and Rice, Mose Otter, Charles Larzelere, O. J. Yates, Hi Polar, and others.

Logging was without a doubt the principle industry in Shawano's early years. In 1873, 150,000,000 feet of pine went down the Wolf through Shawano to Lake Winnebago markets and the aggregate cut for the county up to that date is given at 1,800,000,000 feet. The **Shawano Advocate** stated on December 12, 1874, "There are over 100 lumbering camps on the Wolf River and its tributaries this winter, 30 of which are on the Upper Wolf." In 1876 it was estimated that 500,000,000 feet of good sound pine remained.

Some of the early loggers operating from Shawano were D. H. George, August Anderson, Hill & Dodge, Charles Magee, Levi Whitehouse, Black Brothers, Asa Hicks, John Evans, Richard Gumaer, and later M. J. Wallrich. The logs sent down the river in the spring were bought by Choate and Bray, Philetus Sawyer and Son, Paine Lumber Co., Radford Brothers, Libby and Company, Diamond Match Co., Timothy Craine, and Hollister & George and others. Most of these firms, a few of which are still in existence, were located at Oshkosh then known as "The Sawdust City."

The spring log drive through Shawano had a profound effect on the economy and saloons played a dominant role in the city's past. The loggers and rivermen were heavy patronizers of the saloons and socialized there after the isolation of a winter in a logging camp. During the hey-day of lumbering, there were twenty-one saloons in the city, and at times two to three hundred men camped in the city during the river run. The following story told by Jim Whitehouse, an old-time logger and river man in his manuscript, "**The History of the Wolf River**," demonstrates the use of whiskey during the logging era.

> There is an episode that occurred at the Log Cabin back in the 1890's that is worth relating. My father, John Levi Whitehouse, was keeping the Cabin at the time, and the rear crew of about forty men were camped there. George Trusdel who kept a saloon at Lily came up from Shawano with a barrel of whiskey on Jo Jackson's wagon. They stopped there overnight and the riverman wanted George to tap the barrel and sell them some whiskey. George said , "No, I won't tap it 'till I get home" and sat on the barrel all night with a Winchester rifle on his knees. Well, the boys were not to be outdone that easy.
>
> Bogue Dickie, one of the boatmen, went to the kitchen door and rapped; Mother went to the door and he said in his droll way, "Mrs. Whitehouse, could I borrow your washtub?" "Why, yes Bogue, do you want the washboard too?" "No, I hardly know how to manipulate that thing." The boys were all around the wagon trying to coax George to tap the barrel. Bogue sneaked the tub under the wagon and bored up through the wagon box and the bottom of the barrel and drained the whiskey out and George sat all night on the empty barrel.

> I went to the barn in the morning to feed my team and Brad Freeborn, who drove the tote team for the drive was there and said, "Come on, Jim, let's go have a drink." We went up around the bend in the road, and Brad had a sixteen quart pail full of whiskey behind a stump. He set the pail out beside the road but we had no cup so we got down on hands and knees and took turns drinking out of the pail. There were a few grasshoppers in it but that didn't matter. Rivermen and lumberjacks usually get what they go after.

The following excerpts from early Shawano papers demonstrate how well planned the river drives had to be and how dependent they were on the weather. On May 13, 1876 the **Shawano County Advocate** reported "The Upper Wolf drives are making rapid progress. The logs put in by Wellington's, Overton's, Laab's, and H. H. Rich's drives are in the Gardner Dam. Uncle Tim Craine's drive is still in the lake. He has made slow progress on account of the ice. The West Branch drive is boomed at Keshena waiting for the water to go down. The Shawano Lake drive is in the mill pond in this city." Another note from the **Advocate** of June 19, 1875 reads:

> The Lawrence drive from the Upper Wolf, the West Branch drive and the White Clay drive, have passed this place (Shawano). The rear of the Red River drive passed down the river. These drives all joined at this place, making about 60,000,000 feet, and is the largest body of logs that ever went down the river from this place together. But one man to the million was put on from here down, where formerly there were at least two, and in consequences many of the boys are out of a job.

In 1899 the **Journal** wrote "Reports from the drives are to the effect that water is somewhat improved by the late rains, though by no means yet at a good driving stage. The main Wolf drive is at the Log Cabin. The Lily will rear into the Wolf in a week or so, and the Red River drive will be out of the Weed pond tomorrow," and: "The Post Lake drive has finally been hung up. It is boomed at New London, with logs strung all the way from there to the Allender place. The plan was to get the drive below the Shioc flats, to be out of the way of the spring floods, but the water got too low."

By the turn of the century, the pine near the river was pretty well gone. Vast amounts of hardwoods and hemlock, however, remained, but they had to be transported by rail. The northern extension of the Wisconsin and Northern Railroad or "Whiskey Northern," as it was called, was accomplished largely through the efforts of M. J. Wallrich, a Shawano attorney who was special counsel to the railway. Mr. Wallrich had vast personal holdings both in land and timber north of the Menominee Reservation. He went to Washington D. C. to get permission for the track to be laid through the Reservation. By 1907 the line was completed from Neenah to Argonne (North Crandon) with Timetable No. 1 stating that a train leaving at 11:20 a.m. from Shawano would arrive at 12:50 p.m. in Neopit, a distance of 20.2 miles. Later other small logging railroads tied into the system. The Wisconsin Northern was sold to the Soo Line in the early 1920's.

The hey-day of the logging era may be over, but the trees still play a very influential role in the economy of Shawano. Forest-dependent industries such as Phoenix Mfg.



Chris Hill's logging crew, 1885 (Author's Collection)



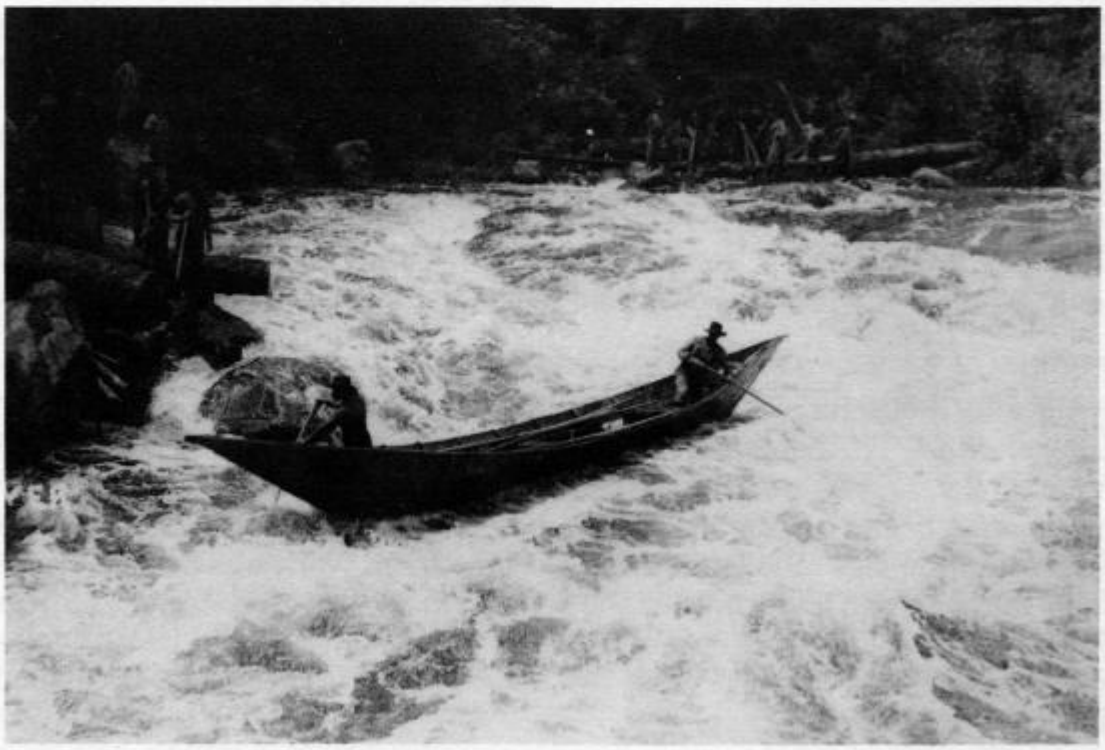
Logging camp of Chris Hill located north of Shawano on the upper Wolf River, 1885. (Author's Collection)

Co., a leader in garage doors; Heritage Hardwoods, a division of Morgan Products, a producer of more than 100 types of hardwood mouldings and door jambs; Weber Mfg. Co., makers of fine quality veneer; Schmidt Lumber, manufacturers of cedar and hardwood tongue and groove paneling; Hotz Mfg. Co., a division of Tigerton Lumber Co., makers of boxes, pallets, decorative railings and a variety of specialty products; and Timboc Hydraulics Inc., manufacturers of tree felling equipment, contribute significantly to the city's economic prosperity.

Today foresters are employed to preserve and maintain the forests. Cutting must be supervised by the Department of Natural Resources and the expected harvest must be reported. Taxation rates are at least partially based on the reported harvest. Forests are watched carefully for insect infestation and sprayed accordingly. Estimated and actual board feet of lumber are fed into computers to determine waste and control pricing. This, then is CHANGE! Is is also PROGRESS!

One thing that had not changed is the quality of life in the community. According to a report on the city of Shawano in the **Shawano County Journal** of April 3, 1875, the people were really special, "No doubt many think because we are a lumbering town, that our people are rough and unenlightened, but this is far from being the case. The society of Shawano, as far as morals, education or politeness goes, is of the first class, and this is conceded by all who become acquainted here; and no more agreeable hours can be passed anywhere than in the society of our citizens." I hope that you agree that this remains true to this day.

Shawano. RR



Bateau going through the Dells of the Wolf River (Courtesy Malcolm Rosholt)

The Upper Wolf River - Logging The Vast Pinery

By Michael F. Sohasky

Langlade County's forests were born thousands of years ago, as the last of four major glaciers, the Wisconsin Glacier, receded from the landscape. Its legacy included thousands of lakes, bogs, swamps, marshes, and rivers.

Springing from the glaciated highlands of northern Wisconsin was the majestic and wild Wolf River. Developing on its boulder-strewn banks was a seemingly impenetrable pinery.

The forest was a product of centuries of growth, traversed only by Indians in search of beaver. Midwesterners' demand for timber was on the horizon.

Physical Features

The Wolf River begins its trek across northern Wisconsin from a number of lakes just twenty-five miles south of the Michigan border. In its upper portions, north of Shawano, the Wolf flows on Pre-Cambrian crystalline rocks and its descent is very rapid, dropping 774 feet in 80 miles. Langlade County's 47-mile segment of the Wolf is marked by a drop of 10 feet per mile. This steep drop results in numerous falls and rapids. Much of the Wolf in Langlade County is wild with such rapids and cascades as Strauss Rapids, Overton Rips, Nine Mile Rapids, Sherry Rapids, and Horserace Rapids.

Discovering the Wolf River

The Indians of the Wolf River basin through their trapping of fur-bearing animals such as the mink, fox, and the all-important beaver, contributed to the discovery of the Wolf by the white man. The earliest white men penetrated the region to trade with the Indians for their beaver pelts.

Indian paths and trails that followed the course of the Wolf bisected the Wolf River Valley. Traders followed these trails to barter their goods for furs. Trapping had virtually removed the beaver by the time the earliest loggers and settlers appeared on the scene. It was a land of towering white and Norway pine that almost blocked out the sun. Wolf River white pine was said to be the tallest and heaviest in Wisconsin.

Logging the Wolf's Pinery

By the mid-1800s, lumbermen already were logging the Wolf south of the Menominee Reservation. The Langlade County pinery, however, remained intact and ready to supply the voracious wood appetite of Chicago and Milwaukee.

Lumbermen began cutting the pine stands along the upper Wolf in the 1860s and drove most of the logs to mills in the Oshkosh region. Work was done in the winter because the snow and ice facilitated the movement of logs to the streams and the logs could only be run on heavy spring floods. Using oxen and later draft horses, the lumberjacks skidded the logs from the dense virgin forest to the river banks in anticipation of spring breakup.

Development of a Transportation System

The springing up of logging camps and homesteads along the Wolf took place along the famous Lake Superior Trail. Indians had used this route, adjacent to the Wolf River, for centuries as a main thoroughfare to the copper mines of the Lake Superior region. The trail started in Shawano and followed primarily the west side of the Wolf River.

The Civil War led Congress, on March 3, 1863, to approve the construction of a military road through Langlade County. It was built to transport military forces from Fort Howard, Wisconsin, to Fort Wilkins, Michigan. Congress funded the expensive road the way they did railroads - by granting extensive land holdings in the untamed and vast pine-forested wilderness of Wisconsin and Michigan.

On April 4, 1864, the Wisconsin legislature accepted the grant of land and authorized construction of the road. All work was paid for by granting land to the contractors. Since the contractors received no land through the 19 miles of Indian Reservation, they received as a bonus, three sections of land (640 acres per section) in Langlade County and points north.

The contractors were supposed to select their sections within three miles of the center of the road, but Congress let them select within a ten-mile limit because the Chicago and Northwestern Railroad had already received grants for the odd sections along the same route.

Thus, an enormous amount of land along the Wolf River fell out of public ownership and into the hands of private interests. An estimated 143,000 acres of the county's 560,000 acres went into the hands of lumbermen, land speculators, and railroads.

While the stated intent of the military road was for the defense of the nation, most people believe the road was a conspiracy by Oshkosh lumbermen and ex-Senator Philetus Sawyer to obtain land and timber. It must be realized that over one-half of the military road was constructed long after the Civil War ended!

Keshena Improvement Company

Logging on the upper Wolf River began in earnest about 1870, coinciding with the building of dams and other improvements for transporting the enormous logs. At this time the only means of transporting the logs to the various mills to the south was driving them down the Wolf River.

In order to drive logs on the upper Wolf, however, it was necessary to improve the river. In places, the stream was narrow, shallow, and filled with large glacial boulders, or constricted with fallen trees and driftwood. Improvement of the Wolf required building dams at suitable points, blasting out boulders four to eight feet in diameter, and clearing a channel suitable for floating logs.

No story of the Wolf River would be complete without relating the most famous story about the river. In 1868, Oshkosh lumbermen hired a civil engineer and surveyor named J. Gilmore to survey the river to determine the feasibility of improving the Wolf. Coming to a point near the Langlade and Menominee County line, he found the river full of large boulders and overgrown with cedar. The water passed between the boulders and underneath the cedar roots and moss. Thinking that the river ran

underground, he reported that "no pine could be driven on the river as it ran underground a ways." Because of his mistake, the place was named "Gilmore's Mistake" and has been known by that name to this day.

In 1866, Philetus Sawyer and other Oshkosh lumbermen organized the Keshena Improvement Company. The company built dams and employed a superintendent who coordinated the openings of the dam to keep the logs moving. The superintendent also had to coordinate the tributaries' volume of logs and water and keep the channel free of debris and log jams. This important job was given to Thomas Ainsworth, for whom the present Town of Ainsworth is named.

A brush and gravel dam was placed at Lower Post Lake in 1874, and one at Upper Post Lake in 1878. In this period the Larzelere, Lily, and Gardner dams were also constructed. The most important of these dams was that at Lower Post Lake, which served as a reservoir for the entire upper Wolf. This dam has since been replaced with a concrete structure and forms Upper and Lower Post lakes.

Logging Methods

The early logging methods and tools were crude. Good old-fashioned muscle and savvy were the order of the day. Peavies and cant hooks had not even come into use in the 1870s; ironwood or maple hand spikes were used in driving logs. At first oxen were almost exclusively used in the woods. Timber owners always chose a tract of timber near a stream or river. Hauling was accomplished by using a travois, which consisted of two wooden runners naturally turned up at one end with a bunk bolted across the center. Logs were rolled up onto the travois with oxen. Oxen were then hitched to the travois and dragged it to the river.

Drives were started as soon as ice was out, yet often they were not completed until August, and it sometimes even took two seasons to bring a drive through because of low water.

Log jams also caused delays. Sometimes an obstruction would pile up hundreds of logs and create a jam a mile or more long. Attempting to break a jam was no easy task. The work was strenuous and extremely dangerous and many lumberjacks and "jam runners" lost limbs or life.

One of the largest log jams in the history of the Wolf River took place in 1879 at Overton's Rapids near Lily, where about 30,000,000 feet of logs jammed. It took twenty-two days to break it. "Logs were piled up to about two stories in height and when it broke it moved as a unit with terrific force."

Once the logs reached the river they were driven loose until they reached the sorting boom at Lake Poygan, near Oshkosh. Here the logs were identified, sorted according to owner, formed into rafts, and then towed to the Oshkosh mills. The owner paid the improvement company for the water provided to drive his logs. Payment was on a basis of a fixed sum per thousand feet, with the rate varying for the different courses of the river.

Logging Camps

Numerous logging camps sprang up to house the hundreds of men working in the pinery. Camps in the vicinity of the Lily River, Nine Mile Creek, Langlade, Dobbston



Ehlinger's Tank Crew, Hollister, Wisconsin, 1920's
(Courtesy of Langlade County Historical Society.)



Ehlinger's Logging Crew, Hollister, Wisconsin, 1920's
(Courtesy of Langlade County Historical Society.)

(now Markton), Lower Post Lake (now known as Pearson), Pickerel Creek, and Hollister flourished. In 1874-75 alone the upper Wolf contained over 30 logging camps, with 25 to 30 men per camp - most of them located in what is now Langlade County. Life in those camps is a story in itself and they were not a home for the fainthearted.

Mill Towns and Railroads

By the late 1870's the pine forests were disappearing rapidly from the banks of the Wolf River and its tributaries. Many of the logging camps were getting farther and farther back from the rivers and streams. The arrival of railroads, however, opened up the entire county to logging. The railroads also made possible year-round logging. Log transportation no longer depended on river drives and adequate spring water levels. Railroads also permitted harvesting of hardwoods which couldn't be floated down the rivers.

Federal land subsidies provided the railroads the impetus to link Wisconsin with Lake Superior. The resulting state and federal land grants to the railroads were intended to provide capital to finance their construction and to help open up northern Wisconsin. The idea was that the railroads would sell their land for financing and logging would clear the land for the plow.

It was a marriage of necessity, with the lumbermen using the railroads to get their logs to the mills. A total of over 85,000 acres was originally granted to the railroads in Langlade County. The idea was successful and sawmills sprouted to supply sawn wood for shipping on the new rails. As the iron horse penetrated the pinery, mill towns like Parrish, Hiles, Elcho, and White Lake began to appear.

Settlers began arriving and in 1879 New County was subdivided from Oconto County. It became known as Langlade County on February 19, 1881. Many settlers bought land from lumber and land companies as the companies closed their logging operations and sold their cutover holdings.

The Pinery Gone, Land Worthless

In October of 1916, Michael and Nicholas Ehlinger built a lumber camp and sawmill at Hollister to process the last virgin timber in the Wolf River Valley. The great pinery had seemed endless. It had helped build the great cities of the Midwest but now vast stretches of northern Wisconsin were cutover and barren. Wildfires were the order of the day.

Isolated farm families tried to scratch out a living on the unproductive, cutover lands. Many became discouraged and moved out. By 1920, thousands of acres in Langlade County were abandoned and tax delinquent.

Langlade County had enjoyed an explosion of prosperity during the lumber era but was now in trouble. It was discovered that the forest was not limitless. Tax revenues dwindled; delinquency was rampant.

In 1927, a new law was enacted that allowed counties to enter their tax delinquent lands into a county forest. Langlade County was the first to participate in the program. Voters at the November 6, 1928, general election voted 3755 to 2415 to acquire land by tax deed for the purpose of establishing a county forest reserve.

In April of 1929, Langlade County entered 2,100 acres of land under the new county forest law. Langlade County now owns over 126,000 acres of land, the vast majority obtained through tax delinquency.

Life Today Along the Wolf River

The days of oxen, log jams "river pigs," and vast stretches of pinery are over. Timber cutting on land adjacent to the Wolf today is quite different than it was in the 1870's. No longer are logs floated down the river. Machinery is highly mechanized and clear-cutting adjacent to the banks of the Wolf is restricted. Times have certainly changed. Chain saws have replaced the ax, diesel-powered skidders have replaced oxen, and trucks have replaced the iron horse.

Today we have highways where once passed Indian trails, hiking trails that follow the old railroad spurs, small grassy clearings in the forest where the logging camps once stood and now rafters and canoeists drift down the mighty Wolf River instead of huge white pine logs.

Land along the Wolf River is now owned by both public and private interests. Although Langlade County does own a few segments of land adjacent to the Wolf, the State of Wisconsin owns the largest acreage of public land along the river. Paper companies and private landowners also own significant portions of the adjacent lands.

The state of Wisconsin began purchasing land for the establishment of the Upper Wolf Fishery Management Area in 1966. Currently, the management area includes about 9,000 acres along the Wolf. The objective is to keep the Wolf in a wild and undeveloped state, while at the same time practicing multiple-use management.

Today the Wolf River is an outstanding natural resource - a recreational resource enjoyed by thousands of people. The pristine pinery is now gone, except for scattered remnants. Some of the folklore and mystique of those fascinating times has been preserved. Unfortunately much has been lost. Left, however, are the descendants of those early pioneers, and, of course, that river called the Wolf.

Wolf. RR



Hirt Brothers Logging Crew near Upper Post Lake, Wisconsin, 1920's (Courtesy of Langlade County Historical Society.)

Tigerton Lumber Company
1887 - 1987
The First Hundred Years

by Robert Hendricks

As some of you already know, the Tigerton Lumber Company was founded in 1887, and we celebrated our 100th Anniversary a year ago in August; so most of my remarks will be about the "first" 100 years.

A history such as this would not only be uninteresting, but almost impossible to do, without knowing something about the life of the founder of this company, Herman R. Swanke, my grandfather.

Herman Swanke was born on a farm, just outside Ripon, Wisconsin, on February 9, 1860, to John and Louisa Baubultz Swanke. As customary of the time as the oldest of six children, Herman was required to start work at an early age to help support the rest of his family. So, with very little formal education, Herman left home to find whatever jobs he could do to earn money to send home.

Having been brought up on a farm, he was drawn to work with the harvest crews in Iowa, Minnesota, the Dakotas, and Montana. During his travels in the West, he also served briefly on the police forces of Omaha, Nebraska, and Council Bluffs, Iowa. Between the harvest seasons, he sometimes worked in logging camps and drove logs on the Wisconsin and Mississippi Rivers.

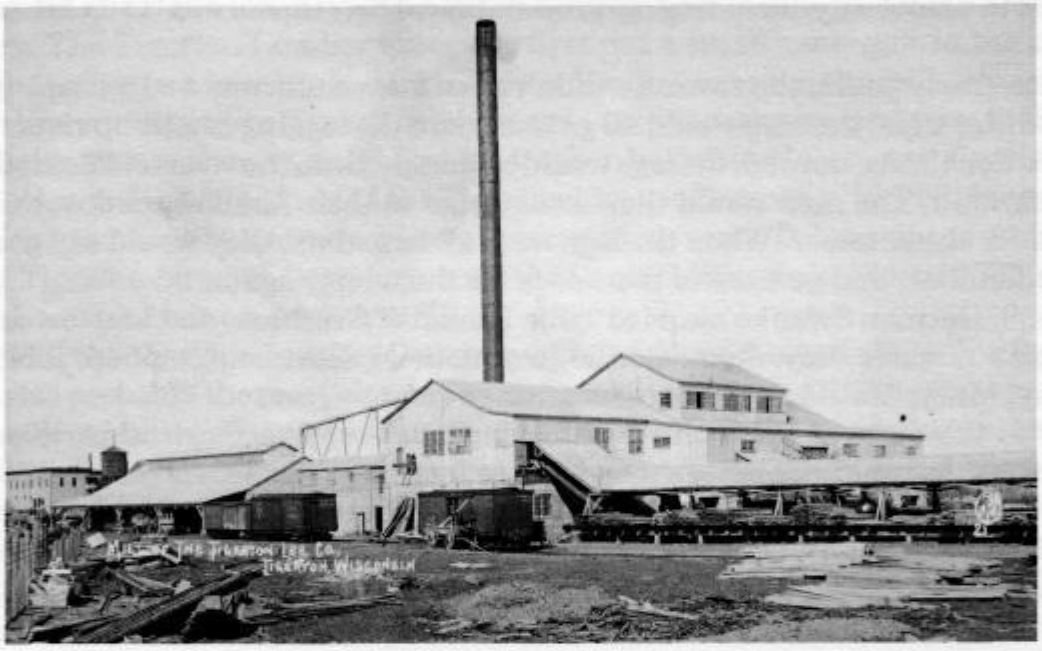
By about 1885, he had worked his way into the Tigerton area, while working on the construction of the Lake Shore Railroad, which later became the Chicago and Northwestern Railroad. During winter while work on the railroad was suspended, he and a partner purchased a cedar swamp with the idea of harvesting cedar poles and selling them in the spring. They spent the whole winter cutting the cedar poles, and carrying them out of the swamp on their backs to the railroad track for shipping. Just when they were about to realize their profits from the winter's work, a train came along, blowing sparks on either side of the track. Needless to say, the pile of cedar caught fire and the whole winter's work was lost.

In 1887, two years after coming into Tigerton area, Mr. Swanke helped establish the Town of Germania, and became its first Town Chairman. A short time later, in partnership with Herman



Robert Hendricks, President, Tigerton Lumber Company, discusses the first 100 years of Tigerton Lumber. (Rohe)

Wilkes, William Ottoman, and Henry Hillman, he built a sawmill in the Town of Germania, in the western end of Shawano County about two and one-half miles west of Tigerton. The mill cost about $3,000, which was a substantial amount at that time. This partnership lasted only a year or two. Mr. Swanke, D. D. Buckstaff, R. H. Edwards, and G. A. Buckstaff of Oshkosh formed a corporation known as the Tigerton Lumber Company and bought out the original owners.



Sawmill of the Tigerton Lumber company at Tigerton, Wisconsin. Circa 1910.

The ten years just prior to the turn of the century were very busy for Herman Swanke. The original mill burned down in July 1891, and was replaced by a larger and more modern mill in Tigerton at a cost of about $10,000. This mill produced 15,000 to 20,000 board feet daily. It had a network of trams, or wooden roads built up off the ground. The green freshly sawed lumber was loaded onto four-wheeled tram cars and pulled by horses on the ground to the yard for piling and drying. Workmen piled the lumber by hand up to about twenty feet in height, then used a horse with a rope and pulley to stack it still higher.

The corporation also owned a sawmill at Whitcomb, a small settlement just six miles from Tigerton. Today, it would seem inconceivable that one corporation would have two mills so close together. However, we must remember that this was in the late 1800s, and transportation was not very well developed. It was far more economical to build a sawmill on a river near the source of the logs. If you found a river large enough to float logs down, then the source of your logs was expanded to whatever timber was up river from you.

In 1892 when Mr. Swanke was 32 years old, he married Lizzie Roemer of Tigerton, but she died in November, 1893, after the birth of their child, Irma. In 1896, Swanke bought out his partners and became the sole owner of the Tigerton Lumber Company.

A word about the early day "Timber Barons". Most of the timber in this area consisted of softwoods like pine and hemlock, the only trees the lumbermen of that era considered valuable. The economics of the day dictated that they build a sawmill at the source of the logs, and run it until they no longer had a good supply of logs near enough the mill to be "reasonably priced." They then closed down, moved on the another area and built another sawmill to start the process all over again. There were no thoughts at that time of resource conservation; all of these "Timber Barons" operated the same way, including my grandfather. Their theme was "Cut Out and Get Out."

In these early years, the sawmills didn't have a sawmill crew and a logging crew. In the winter time, the men would all go to work in the logging camps up river. In the spring, when the ice thawed, the logs would be dumped into the river and floated down to the sawmill. The men would then come home to their families, and work in the sawmill for the summer. When the logs were all sawed up, they would say good-bye to their families, and go back to the woods for the winter again.

In 1899, Herman Swanke married Tillie Fobian of Gresham, and had ten children from this marriage: Roy, John, Cecilia (my mother), Herman, Stephan, Lawrence, Anthony, Mary, Matilda and Elaine.

Around the turn of the century, Herman Swanke, like most other Wisconsin lumbermen, felt that the state's forests were just about depleted. He went West to scout out various areas for new sources of timber and to find another location for a sawmill. He decided on Coeur D'Alene, Idaho. In partnership with William Dollar, Charles Stier, Joseph Roemer, and Henry Edwards, he built the first sawmill in what was to become the heart of Western timber and sawmill operations. He acquired a large block of timber for the sawmill. During this time, he continued running the mill back in Wisconsin, and as a result, he ran very low on cash. He finally decided to sell the operation in Idaho to the Largey Lumber Company of Butte, Montana and concentrate on the mill in Wisconsin, where his family was located.

One of the reasons that Herman Swanke sold his interests in the West, and concentrated his efforts on this area was his vision of the future. Beautiful stands of hardwoods were coming age and replacing the softwood species that were disappearing under the cross-cut saws. Swanke saw the value of the hardwood species of this area. With the money from the sale of his Western interests, he began buying up large stands of hardwoods to support the sawmill.

In 1908, he began to build his dream mill, a large concrete and steel structure that took two years to complete. The walls were hand poured concrete, and the men had to push wheelbarrows full of concrete up ramps built along side of the structure and pour each barrowfull into the forms of the wall. This sawmill was indeed the state of art in sawmills at the time. A huge steam engine, which ran on steam produced by burning the mill waste in four boilers, powered the mill. The steam engine turned a large laminated wooden fly-wheel, that was connected through the concrete wall with another pulley by a very large and very expensive leather belt. This second pulley was on the main-line shaft, with many other various sized pulleys connected to it, and these connected with the sawmill machinery upstairs in the mill. There was one man

whose main responsibility was to keep the hundreds of belts running properly, by replacing them when worn, or splicing them when they broke, or by just throwing in a handful of resin when they began to slip. Many times this man had to force the belts back on the pulleys while everything was running. This amazing man was my idol when I first started working around the mill. It didn't take me long to realize that it was not an easy job. He was missing a couple of fingers, and I could see how he had lost them.

In about 1912, the use of electricity for lighting homes was spreading around the country. The Tigerton Lumber Company first put a small generator in the sawmill and ran it off steam from the boilers to light a few areas around the mill. It wasn't long until a line was run up to Herman's house, only two blocks away, and then to the store across the street, then to neighbors and other business places, and finally to the streets themselves. This started the Tigerton Electric Company, which later provided electricity to about 125 square miles of surrounding area. This business remained a part of Tigerton Lumber Company, until the Central Wisconsin Electric Cooperative of Iola purchased it on June 1, 1971.

In 1911, the Tigerton Lumber Company started a new method of hauling logs, that to me was probably the most glamorous and exciting of them all. This was the advent of the steam hauler. The sawmill crew would still go into the woods to cut the logs in the winter time, but they were not now as dependent on the rivers. When the first cold weather came, a "water crew" would go out with large tank wagons or sprinklers and spread water on cleared right-of-ways. The ice froze many layers thick to create an "ice road" strong enough to hold a railroad-sized steam locomotive and its "train." The road



Tigerton Lumber Company's steam hauler circa, 1915.

had to go out miles from the mill over fields, through swamps, and into the woods where the logs were located - an amazing feat for the time.

The steam hauler was a steam locomotive that used crawler tracks to grip the ice, and pull the huge sleigh loads of logs hooked on behind. Of course, the engine had to

have on board a supply of fire wood, and periodically it had to stop and take on a supply of water for the boiler. Can't you just imagine hearing the loud steam whistle of the steam hauler letting the whole area know that they were coming into town with a huge load of logs. Can't you picture everyone in town running down to see their husband or father helping this slow but powerful steam monster bringing in the logs?

I can also imagine the agony of Mr. Swanke when an early thaw would occur, the road would melt, and thousands of logs would be left stranded in the woods. I guess there is no question, you had to be part river boat gambler to survive in those days. It was a truly exciting era.

The "go for broke," "pull yourself up by the bootstraps" era ended for the Tigerton Lumber Company on March 13, 1923, with the passing away of Herman Swanke at the age of 63. He had accomplished much, but had left some debts along with an inheritance tax for his heirs. Mrs. "Tillie" Swanke, and her two sons, Roy and John, took over management of the company, and the responsibility of paying the debts. They liquidated many, many acres of timber land in order to do so and almost depleted the company's land base.

It was, however, probably the best decision that they could have made at that time. Not long after that the "Great Depression" began and soon it was all a company could do just to survive. Had they not had their debts in order by that time, they would have lost everything, just like so many others did.

During "the Depression", business was slow, cash was low, and the company had little timber. Things had to be done on a smaller scale. So we had to look for smaller patches of timber scattered around the area, and of the size that we could pay for. The logs from such scattered stands could not be transported by river, steam hauler, or horse drawn wagons. It would have been quite a problem had not one of our greatest inventions taken place a few years before - the advent of the truck. We were one of the



Logging Camp No. 2, C. Kennenberg for the Tigerton Lumber Company

first lumber companies in the state to have a truck for hauling logs to the mill. In 1930 the company purchased a four-wheeled drive truck built in Clintonville.

With the passing of the Depression, the death of Tillie Swanke in 1938, and the end of World War II, the sons of Herman Swanke had a meeting to decide just what to do with the Tigerton Lumber Company. The mill was in pretty good shape, but they just didn't have much timber left. They decided to continue to run the mill, and use its earnings to purchase timber and land.

During the next 20 years or so, they built their land base from 13,000 acres up to approximately 35,800 acres by 1967. At just about the beginning of this "new plan" of buying timber, the company was delt two more terrible blows: the two brothers, who had helped the company to survive during "the Depression" and the War, both died within a thirty day period. Roy Swanke died of a heart attack in December 1946, and John Swanke died of electrocution, while working in an electrical sub-station in the mill, in January of 1947.

A. E. (Tony) Swanke was finishing law school just about this time, and became President of the company, and worked with his brothers, Herman and Lawrence, in the management of company until the late 1960's. Through their hard work the Tigerton Lumber Company continued to improve its production methods, as well as to carry out the long range plan of rebuilding the land and timber base that was lost during "the Depression". The company purchased back a good many acres that had been lost, sold, or given away in lieu of wages during those terrible years. Tony Swanke passed away after a short illness in 1969. Tony's proudest moment was the completion of the present sawmill in Tigerton. Along with his brother, Lawrence, and Martin Krasin, our engineer, he had designed and supervised the construction of this very modern sawmill. It was at the time, and still is the state of the art in hardwood sawmills.

I became President of the Tigerton Lumber Company in 1970, and worked with Lawrence Swanke in the management of the company until his death in 1975.

The Tigerton Lumber Company joined the computer age about eight years ago, when we purchased a computer to help with the payroll and the accounting. We then had the idea to number and record each log that comes into our yard. Along with the number, we record the species, grade, scale,and also where these logs come from, who cuts them, and who does the trucking.

We enter the log numbers when the logs go either into the sawmill or are sold for veneer. We get a daily report telling us exactly what happened in the mill that day. The computer tracks our inventories in logs as well as lumber; and can project just what we should get out of our entire log inventory by species and grade according to market values. This we can do in about two minutes. We can now even calculate a breakeven value on logs, timber deeds, and warranty deeds, based on year to date figures by species and by grade. We do this monthly. Currently we are working on a project to enter all of our forest inventory on the computer by legal description. This program will project growth figures, depletion rates, and give us much more other information. Occasionally, I sit back and wonder what Herman Swanke would think

about all of this. Chances are that he would have been on top of this technology, and developed these programs much sooner.

We have a company called Hotz Manufacturing Company here in Shawano. They make boxes and crates for shipping and storing products, and also produce clear hardwood dimension parts for furniture, kitchen cabinets, moldings, hockey stick blades, church pews, and many other items. In addition, we also have another modern sawmill called Swanke Lumber Company in Ladysmith, Wisconsin.

Today, we ship our lumber, dimension stock, and veneer logs all over the United States and Canada, plus Europe and the Pacific Rim. Our lumber goes into furniture of all kinds, as well as into flooring for homes, office buildings, and basketball courts. Some of the places that our lumber has been used for basketball floors include the Silver Dome in Pontiac, Michigan, the Olympics in Los Angeles, and again this year in Seoul, South Korea. We do not, of course, know where all of our lumber ends up, but it is fun when one of the manufacturers let us know.

Even though our acreage of timber has grown from 13,000 acres back in 1947 to around 55,000 acres now, we are constantly looking to purchase more timber land and logs in order to broaden our base. We have always made a practice to cut no more than our growth, which is approximately 6,500,000 feet per year, and that means that we have to purchase about 9,000,000 feet extra annually. We have five foresters on staff to both manage our lands and to seek out new purchases, along with several "finders" located throughout the area.

I have, as originally indicated, concentrated my remarks on the "first" hundred years of our company, and God willing, someday, a descendant of mine will be standing here telling descendants of yours all about your "first" two hundred years.

Fiber & Folklore

By Lee F. Bialozynski

The lumberjacks have come and gone. The sawdust and ashes they left behind serve as a memorial to the virgin forests that once covered Wisconsin. Unfortunately, the removal of the forest also meant the elimination of habitat for much of our state's fauna. Gone with the lumberjacks are many of the creatures that once inhabited the deep woods.

Well documented is the exodus of the lynx, bobcat, and moose. But there are other less popular species which will never make tracks in a freshly fallen Wisconsin snow ever again.

Due to the special nature of certain animals, scientists have thus far been unable to prove they even existed. Were it not for the lumbermen and their reliable eye-witness accounts, our generation would never know that the following animals ever roamed the Badger State.

In 1882, Mr. Gus McPharson, an experienced woodsman from Mercer, Wisconsin, reported the only recorded sighting of a tote road shagamaw (Bipester delusissumus). A late November day found Mr. McPharson tracking a whitetail when he came across what he recognized as moose tracks.

After following the tracks for about 80 rods they changed into an unmistakable set of bear tracks. Perplexed, Mister McPharson followed the tracks 80 more rods where they turned back into moose tracks.

This went on for several miles until Gus finally came into view of the creature. Before him stood an animal that had front paws like a bear but hind legs similar to that of a moose. In the midst of its walk it would stop, look around, invert itself and resume its 5-foot pace on its front legs only.

Gus was quick to realize that the creature inverted itself at a section corner and it always followed a tote road or blazed line through the woods. From this observation Mr. McPharson deduced that the tote road shagamaw was a very imitative animal. By watching surveyors and timber cruisers patiently follow lines through the woods, it contracted their peculiar walk itself.

Another Lake States' native was the hugag (Rythomopes inarticulatus). The hugag was very comparable to a moose in form and stature. But this ungulate had an unusually large upper lip, hairless head & shoulders, and jointless legs that helped to distinguish the hugag from its more familiar relative.

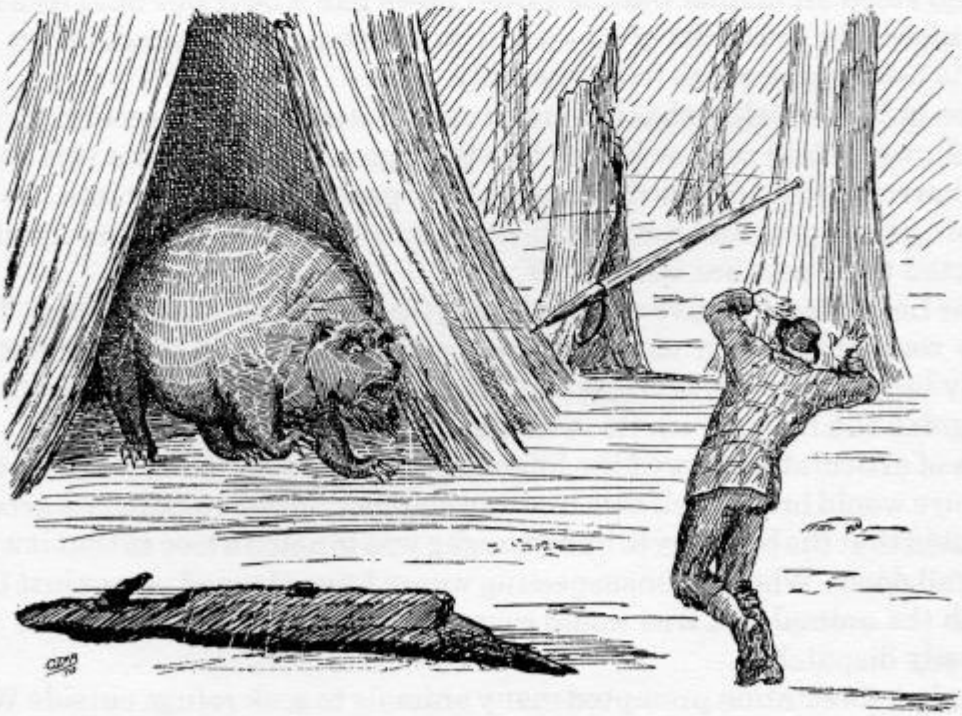
Its lack of articulation denied the hugag the ability to lay down to rest. At nightfall the creature would brace itself on a tree and slumber upright against its arboreal bed.

It was said that the best way to hunt a hugag was to notch a tree so that it was almost ready to fall down. When an unsuspecting weary hugag leaned up against the tree to sleep both the animal and tree would come crashing down. In its helpless condition, it was easily dispatched.

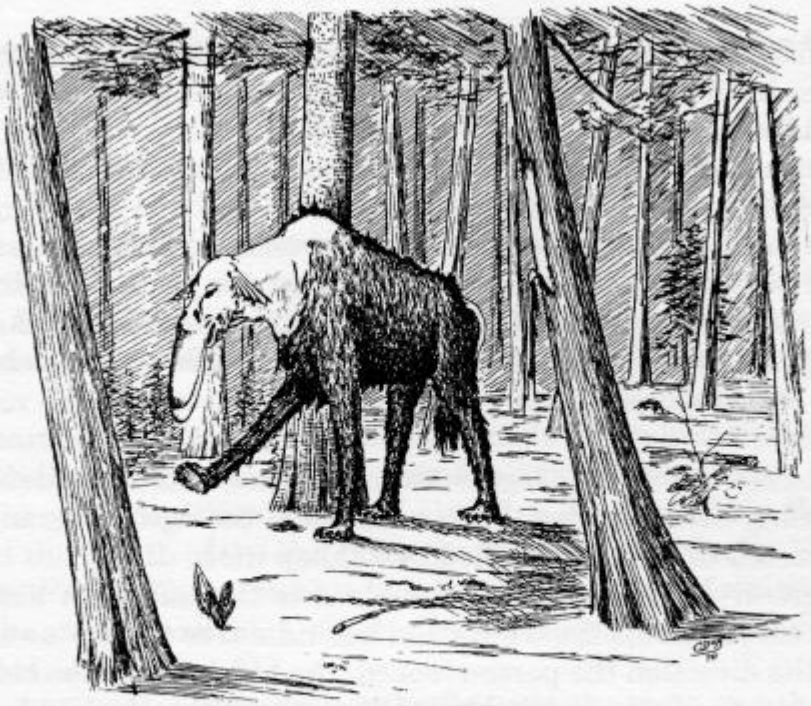
Although deforestation prompted many animals to seek refuge outside Wisconsin, it was the ensuing forest fires that brought about the demise of the gumberoo. This



The Tote-Road Shagamaw (Author's Collection)



The Gumberoo (Author's Collection)



The Hugag (Author's Collection)



The Hidebehind (Author's Collection)

hairless, bear-like creature had an impenetrable hide that would ricochet bullets and other projectiles in the direction they came from. Many a gumberoo hunter became the victim of his own weapon.

With its impenetrable suit of armor the gumberoo would have flourished were it not for the fact it exploded if it came to close to a forest fire.

Rumor has it that a photographer from Chicago once captured the creature on film. However when he applied the chemicals to develop the photo, the film blew up.

In the aftermath of man-made deforestation, the agropelter (Anthrocephalus craniofractens) was forced to take up residence in the rotten snags the lumbermen left behind. It was in these unsalable trees the agropelter lived out the remainder of its vengeful existence.

Resenting the intrusion of the logger, the agropelter would hurl dead limbs at any woodsman passing below its den. With no trace of the agropelter to be found, the victim was reported to have been killed by a fallen limb.

Another aggressive forest-dwelling assailant is the infamous hidebehind. This mischievous creature would dash out from behind a tree to claw and bit its victim. Regardless of the direction the person looked, the hidebehind was behind him.

Not to be confused with the hidebehind is its close relative the highbehind. Its large muscular back legs projected the posterior of the animal markedly higher than the front portion. If it ran forward, the highbehind's powerful rear legs would catch up to its weaker front legs. This caused the creature to stumble over itself. To correct the dilemma, highbehinds learned to run backward. Prey was secured by backing into its quarry at full speed knocking it unconscious.

When the great white pines came crashing to the Wisconsin soil so did the nests of many canopy-dwelling birds such as the goofus. The goofus was also known as the historian bird because it always flew backward. It did this because it was always more interested in where it had been rather than where it was going.

The goofus, highbehind and gumberoo are imaginary, but yet they are very real. They've become an intrinsic part of Wisconsin history and are in a sense Wisconsinites.

Wisconsin's great logging era is often remembered in terms of the economic and environmental impact it had on our state. But it provided us with more than fiber to build homes and make books - it gave us something to put in those books. The lumberjacks took the lumber but they left us a heritage of folklore. We should be proud of that heritage and carry a little bit of the goofus bird within ourselves. That is, we should always be interested in where we have been.

Oshkosh: The Rise & Decline of a Lumber Center

By Dr. Randall Rohe

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 a little obscure 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.

It would be hard to find a location more clearly endowed by nature to take advantage of forest wealth than Oshkosh. Its site occupies a plateau-like area of nearly eight square miles along the Fox River between Lake Winnebago and Lake Butte des Morts. Its situation at the mouth of the Fox below its junction with the Wolf gave Oshkosh control over the Wolf and its numerous tributaries, nearly all of which were bordered with pine forests of immense value, especially on the upper waters and along the most northern tributaries.

The Wolf River Pineries were among the finest in the state and the river became famous for the pine it produced. Some townships tributary to the Wolf yielded 125 million feet of pine lumber, and some sections of 640 acres produces 10,000,000 to 12,000,000 feet of pine. Individual trees reached five to seven feet in diameter and scaled from over 6,000 to over 7,000 feet of lumber.

The dense pine lands of the valley of the Wolf were tributary to one and only one point, Oshkosh. As long as the forests along the Wolf River proper afforded a supply of logs, transportation was extraordinarily cheap. Lumbermen considered the Wolf River one of the best driving streams in the Lake States. It had relatively few rapids, did not experience the damaging freshets characteristic of the Wisconsin River and other streams and its numerous tributaries generally made the haul a short one. Not until logging reached the upper Wolf and its tributaries did the lumberman have to undertake substantial improvements, such as dams, to enable log driving.

Boom Bay, a large shallow, protected bay in Lake Poygan at the mouth of the Wolf afforded unequalled boomage capacity. Lake Butte des Morts and the broad, sluggish Fox provided good sites for mill ponds for the sawmills. Oshkosh possessed every economic necessity for a lumber industry dependent on driven logs. In addition it had water transportation to the south, west, and north and as the settlement of Wisconsin proceeded from the south and east, Oshkosh had access to the most developed part of the state.

Between 1850 and 1875 sailing schooners carried lumber to settlements on Lake Winnebago, in addition to supplying towns from Fremont on the Wolf to Green Bay on the lower Fox with lumber. Occasionally Oshkosh even shipped lumber by raft or scow up the Fox, through the Portage locks, and down the Wisconsin and Mississippi Rivers, and it could supply southern Wisconsin and northern Illinois via the Rock River. Oshkosh's location in the main valley of eastern Wisconsin assured it rail transportation, and when the Chicago and Northwestern reached there in 1859, Oshkosh became the first lumber center with rail transportation.

From first to last, Oshkosh has been a wood-working center. The forests of eastern and northern Wisconsin made this the one logical industry of Oshkosh, and in it the capital and energy of the city have found their chief employment. If it were not for the lumber industry, the city of Oshkosh might have gone on for years as just another small community. The early development of the city and the surrounding area is almost exactly correlated to the growth and development of its lumber and wood-working industries.

The first sawmill in Oshkosh was built in 1847. That year Morris Firman started building a steam mill on the north side of the Fox River near its mouth. At about the same time, E. W. Forman and Coles Bashford began a water-powered sawmill on the west side of the river north of the mouth of Sawyer Creek. They completed theirs first and earned the distinction of sawing the first lumber in Oshkosh. In 1849 lumber production expanded to include a steam sawmill, a shingle mill, and a small sash and door factory. Its growing manufacturing interests notably effected the growth of Oshkosh. The **Oshkosh Courier** of April 5, 1849 reprinted the following note from the **Fond du Lac Republican**:

> The rattling of hammers, the music of saws, and the "Yo heave" of the sturdy mechanic, speak most emphatically in favor of the 'good time coming' at Oshkosh. The indications are that 100 buildings will be erected there this season. Oshkosh has great natural advantages, and in population and business cannot have more than one rival in the valley of Fox River and Lake Winnebago.

Oshkosh had a population of 2,500 with a half dozen sawmills and several planing mills in operation in 1850. By 1855 the population had passed 4,100 and the number of mills had increased to fourteen, manufacturing 25,000,000 feet of lumber annually. Two years later there were 19 steam mills running nearly one hundred saws.

The notable expansion in the 50s resulted in no small part from the influx of eastern capital and skill. The nearing exhaustion of white pine and a business depression in the East caused a movement of lumbermen westward. J. & B. Doughty, the Buck-staffs, P. Sawyer, E. L. Paine, R. McMillian, and other eastern lumbermen bought or built mills at Oshkosh. During this period the improvement of the navigation of the upper Fox made possible the shipment of Wolf River lumber to Portage and points farther south.

Now there seemed to be only one obstacle preventing Oshkosh from becoming the second city of the state and the lumber mart of the country - its lack of communication by rail with other parts of the state. The **Milwaukee Sentinel** of February 22, 1854, for instance, noted "If railroad communications with the southern part of the state were possible, Oshkosh could become the center of the great lumbering trade of the North." Accordingly, the city raised money and bonds for the construction of the Winnebago Railroad to link Oshkosh with the Mississippi and the western prairies. The future looked bright.

In 1856 the price of lumber reached a new high, thirty-three dollars per thousand board feet. The good grain prices stimulated local farmers to improve their buildings thus further increasing the demand for lumber and pushing the price still higher.

The **Courier** of May 6, 1857 reported that:

> Never, since Oshkosh was first laid out, has its prospects been so encouraging as at present. Although navigation has hardly commenced yet, there are more new buildings in course of erection than ever before . . . our population has increased from four thousand one hundred and eighty four, on the first day of June, 1855 to over eight thousand at the present time . . . our lumbering business is immense and increasing each year; acres and acres of logs are coming down Wolf River, and are either used up at our mills or are disposed of for (at?) the mills below us. The amount of lumber manufactured and the capital employed in this city alone would astonish even our own citizens. There are eighteen saw-mills, running near one hundred saws altogether besides shingle, lath and sash machines.

The balloon of false prosperity, however, broke under its own inflation in the late summer of 1857. The entire country found itself in the midst of an economic depression. The depression hit Wisconsin and the rest of the Midwest especially hard. Many banks and merchants failed that autumn and the following winter. The Winnebago Railroad, the great hope of Oshkosh, was a shambles; the investments of many Oshkosh lumbermen went with it. Not only did the depression continue on through 1858 and 1859, but in May of 1859 a fire destroyed most of the business district and mills. Hard times persisted, but there were encouraging signs. The city quickly began to rebuild and during the same year a railroad, the Chicago and Northwestern, reached Oshkosh. On October 13, 1859, the first train arrived bringing an excursion party that swore they could hardly believe that the whole business section had recently been reduced to ashes.

The building of the Chicago & Northwestern Railroad opened up the prairies of Iowa, Kansas, Nebraska, as well as southern Wisconsin and northern Illinois to Oshkosh lumber. Oshkosh mill owners established lumber yards at strategic points on the line of the Northwestern Road and on the Milwaukee & Minnesota, Milwaukee & Mississippi and other railroads that intersected the Northwestern. This new market stimulated the construction of larger mills with improved machinery and circular and gang saws. According to the **Courier** (October 28, 1859) Oshkosh had twenty-one sawmills cutting over 200,000 feet of lumber per day. During its first year of operation, the Chicago & Northwestern Railroad carried a total of 17,223, 278 feet of lumber out of Oshkosh. The value of sawed and planed lumber produced during the year ending June 1860 was $4,836,159; which represented about a 300 percent increase over the previous decade.

In the decade of the sixties, Oshkosh entered its most important phase of lumbering, ranking with the great lumber manufacturing centers in the state. The mill owners began to accumulate considerable wealth and build palatial homes on Algoma Street. Algoma Street is about fifteen feet higher than the river, and here the mill owners built their homes in close proximity to their industrial properties. For many years this street represented the best residential line of the town. The mill workers also settled near the mills in small cottages on High Street adjoining the luxuriant lots of their employers.

The outbreak of the Civil War initially depressed the lumber market and caused a shortage of labor. As the war progressed, however, the demand for lumber grew and the prices rose to $23 per thousand feet. Oshkosh dealers through their Chicago distributors gained almost a complete monopoly on the trade since severe droughts in the western part of the state made it almost impossible for Mississippi lumbermen to drive their logs to the mills. The lumber shipped out of Oshkosh for 1863 aggregated 320,000,000 board feet.

In 1864 Oshkosh became a manufacturer of matches. An early report of the manufacture appeared in the **Oshkosh Courier** on July 30, 1864, with the announcement that "Messrs. Curtis & Danforth have built, and have now in operation, near Pearl Street in the first ward, a new match factory," which was shipping its products "to every part of the Northwest." The editor of the **Courier** stated, "It will pay any one that has never seen matches made, to visit one of those factories."

That is exactly what the editor of the **Northwestern** did in 1865. Reporting that Clark's "two little machines" were "shelling out" match splints at the rate of 6,000 or more a minute, the editor went on to mention box making and dipping operations at which numerous young ladies and children worked. Clark employed forty or fifty girls earning from three to five dollars a week, and because of his growing business he wished to hire that many more.

Figures published in the report of the State Board of Immigration, showing the chief lumber-producing counties in 1865, placed Winnebago County at the top. Statistics for 1866 showed Oshkosh as the greatest lumber manufacturing center in the state. It had thirty-one mills engaged in the manufacture of lumber, shingles, and lath; nineteen mills that sawed exclusively lumber. These mills had an output of 85,000,000 feet of lumber, 80,000,000 shingles and 14,000,000 lath. The figures rose to 86,190,000 feet of lumber, 97,000,000 sash, 55,745,000 shingles and some 28,000 doors the following year. In 1868, there were 22 sawmills, 14 shingle mills, 6 planing mills and sash and door factories, a stave and barrel factory, match-splint and match factories, and two broom-handle factories.

Despite these impressive figures, Oshkosh lumbermen felt limited by only one railroad outlet. From 1861-1866 the freight rates on lumber on the Northwestern had increased 35 percent. As a result between 1866-1871, work began on two new railroads, the Omro-Oshkosh Railroad, a short branch line to connect with the Milwaukee and St. Paul Railroad with terminals in Oshkosh and Milwaukee, and another road, the Oshkosh Mississippi Railroad, to make use of the old bed of the defunct Winnebago Road to Ripon and continue to Madison and on to the Mississippi River to connect with the new transcontinental railroads under construction.

During this period, several other important changes occurred. Some Oshkosh lumbermen combined their sawmills with planing and shingle factories since manufactured lumber could be shipped in greater quantity and for much better prices than crude lumber. Other firms began experimenting with the manufacture of hemlock and others began manufacturing fine hardwood furniture. Crude lumbering declined and Oshkosh began to diversify, though the early wagon and carriage, trunk, and furniture factories were small. For 1869, the twenty sawmills produced 84,000,000

feet of lumber, and the twelve shingle mills cut 141,000,000 shingles. The produce of the six sash and door factories and the one match factory had a value of over $245,000. Not surprisingly, the rapid growth of Oshkosh continued. The **Oshkosh Times** of July 27, 1869 quoted **The Watertown Democrat** as follows:

> Within a few years her development and increase of population is unparalleled in the history of any other city or town in the state, and it is our most sincere wish that her prosperity may continue. The time is not far distant when Oshkosh can justly rank as the largest and most important inland city in the state.

In 1870, the **Oshkosh Journal** (May 28, 1870) gave the following statistics:

> There are twenty-one steam sawmills each employing 26 men and cutting 30,000 feet per day upon an average and turning out a total of 100,000,000 feet yearly, eighteen shingle mills working each eighteen hands and making over 50,000 shingles per day or a total of 120,000,000 shingles per year, of lath 15,000,000; six planing mills working thirty men using 3,000,000 feet of lumber per year besides manufacturing per year in all 120,000 doors, 1,200,000 bghts of sash, and 36,000 pairs of blinds, a match factory employing 100 hands turning out yearly 6,500 cases of matches.

Between 1860-1870 the value of mill property increased nearly 2000 percent and the population by over 50 percent. The 1870 census gave Oshkosh a population of over 12,600 making it the third largest city in the state. It ranked behind only Milwaukee and Fond du Lac, and its population virtually equalled that of Fond du Lac.

Visiting correspondents described its main street as nearly a mile long "paved with the Nicholson and lighted with gas" and "lined with elegant blocks, most of them cream colored brick" with "few dilapidated buildings - everything looked new, fresh and prosperous." "Several of the streets devoted to private residences are not excelled in the State, and are rarely equalled by eastern cities of the same size. Among the most beautiful are Algoma and Washington streets, which are practically one street, extending from the lake shore of Winnebago almost to Lake Butte des Morts, a distance of nearly three miles, and which is built up for their whole distance with tasty residences."

During the early 70's, the number of lumber mills continued to grow. By 1872 Oshkosh contained 24 steam sawmills, 15 shingle mills, 8 planing mills, 7 sash and door factories, 3 wood turning factories, 1 extension table factory, 2 furniture factories, 1 trunk factory and 2 match factories. Altogether Oshkosh had about sixty mills run by steam power and the river shore for a distance of nearly three miles consisted of an almost unbroken line of smoke stacks that loomed up "like sentinels stationed upon the outer walls."

A post war depression began with the Panic of 1873. The **Northwestern** of October 29, 1874, reported the stagnation of the lumber market beyond anything that had been experienced for some years. Most of the mills closed down or operated part time.If the depression wasn't enough, fire again hit Oshkosh. In July 1874, the northern portion, including half the business district, was destroyed. It was rebuilt

before fall but then on April 28, 1875, came the worst fire of all. Originating among the mills, it 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. Before snow came, however, 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 local papers claimed that the fire resulted in an advancement in the excellence of the buildings and metropolitan appearance of Oshkosh 50 years ahead of its time. 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. Oshkosh's numerous fires led one journalist to quip "that the Chicago papers keep a stereotyped caption 'Another destructive fire at Oshkosh.'"

For a few years the production of lumber in Oshkosh declined and the **Lumberman's Gazette** of November 17, 1877 wrote:

> The vast pine forest, from which the city had so long drawn her prosperity, could not last forever. Years of constant cutting to feed the score or more of mills here have compelled lumbermen to go farther away from the streams for their supply of logs, thus necessitating a longer haul and greater expense in getting them down to the mills here. Year after year, as timber became scarcer and farther away, mill owners have found their margin of profit diminishing and have found themselves less able to compete with other points, nearer the source of supply, in selling their lumber; and have been compelled either to close their mills altogether, or move them to a more favorable point. Not one of the mills destroyed by the great fire or any of the succeeding fires has been rebuilt. The machinery of some mills has been taken out and removed near the raw product, but by far the greater number have been shut down entirely. Out of a total of twenty-seven sawmills here upon which nearly all of the working class of a city of 18,000 inhabitants depended for employment, only six or seven are running this season, and these are run by owners of pine lands, to saw up what they could not dispose of in the rough.

The **Lumbermen** painted too gloomy a picture. In 1880 there were 17 sawmills, 7 shingle mills, and 7 sash, door and blind factories besides 11 furniture factories in Oshkosh. That year the mills produces 103,768,000 feet of lumber and 126,682,000 shingles and an estimated 450,000 doors, 800,000 windows and 160,000 pairs of blinds. Besides the building of four new sawmills and two new sash and door factories, a number of carriage works, trunk factories, sawmills and match works were enlarged and/or remodeled. By 1880, for instance, the C. N. Paine Company alone was turning out six million feet of lumber, one million feet of lath, and three million shingles. Each sash, door and blind factory had a capacity double that of five or six years earlier, while the two new ones each had a capacity equal to any of the others.

A history of Winnebago County' published in 1880 contained an extended description of the mills of Oshkosh and said in part:

At no time in her history has this city made a more substantial growth than she is making at the present, and her manufacturing capacity is being increased more rapidly than at any other period of her existence; which statement is well attested by the list of the new mills and factories.

Oshkosh has now become the greatest manufacturing center in the Northwest for building material. Purchasers and jobbers from abroad can be furnished on the shortest notice, by the carload, with all the wood material for building, from rough lumber, shingles and lath, to dressed lumber, dimension stuff, sash, doors, blinds, moldings, cornice, brackets and inside finish, all ready to be nailed in their places.

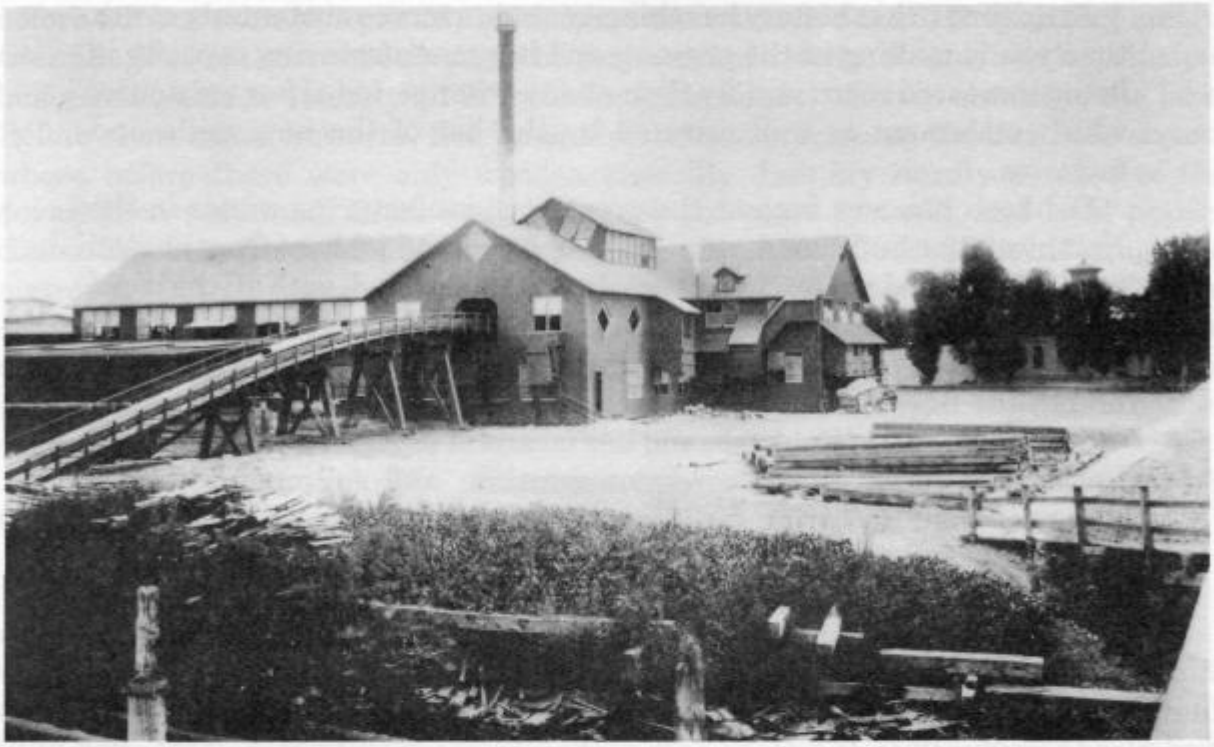
The proximity of Oshkosh, and her means of ready access to pine and hard wood forest by water communication and railroad, with her immense manufacturing facilities, her established lines of trade, and her central and commercial advantages of location, all give the brightest promise for her future prosperity and rapid growth.

By 1880 the railroads coming into Oshkosh and its immediate neighborhood gave it the markets it had struggled for, for thirty years. It was now the fourth largest lumber market in the United States. It accounted for one-tenth of all the sash, doors, and blinds produced in the U. S. and ranked as the largest sash, door, and blind manufacturing center in the country "virtually ruling the market and dictating the price lists of the trade." The increase of about 40 percent in its population in the decade 1870 to 1880 gave Oshkosh a population of 15,749, making it the second largest city in the state.

Predictions of the end of the pine on the Wolf became more common. The **Northwestern**, November 8, 1883, for instance, using a twelve mile haul as the limit for transporting logs on sleds or trucks to the place of banking, estimated that less than a five year's supply of pine remained. Such warnings seemingly had little effect on the lumbermen. Less than six months later, the **Northwestern** (January 17, 1884) revealed the plans of the Paine Lumber Company to erect the largest sash and door factory in the U.S. and employ 200 hands.

The population of Oshkosh grew to over 22,000 in 1885. "Palatial homes and exquisite cottages abound, giving evidence of wealth, refinement and domestic comfort; while the more unpretentious dwellings bear evidence of being the fit abode for man. Business houses, which occupy the fronts of several streets, are numerous, substantial, attractive, and some of them imposing." In the mid 1880's, Oshkosh city directories listed as many as twenty saw and shingle mills, twelve furniture factories, two planing mills, nine sash and door factories, three truck factories, three trunk factories, fourteen carriage and wagon factories and two match works. The Diamond Match Company was the largest in the world; the Oshkosh Match Company was nearly as large.

In 1889 the **Northwestern** (28 November) admitted that Oshkosh was "no longer the principal northern point to which people came for lumber. Merrill, Wausau,



Sawmill of the Paine Lumber Company, 1887. (Courtesy of the State Historical Society of Wisconsin)



Sawmills along the Fox River at Oshkosh, circa 1887. (Courtesy of the State Historical Society of Wisconsin)

Rhinelander, Antigo and a multitude of smaller points had done much to cut off the wholesale trade of Oshkosh." Oshkosh, however, did not give up without a fight. In the late 80's, lumbermen began shipping logs by rail from points a hundred miles and more north of the city. In 1890, the Chicago & Northwestern and the Milwaukee, Lake Shore & Western railways began hauling about 5,000,000 feet of logs annually to Oshkosh. The **Northwestern** of May 15, 1890, reported that never had the railroad brought so many logs to Oshkosh and soon expected the transportation of logs by rail to exceed that by water. For a time it looked like this means of log transportation might sustain the sawmills of Oshkosh. Increased shipping rates, however, soon made bringing logs by rail to Oshkosh unprofitable and encouraged the lumbermen to move their mill farther north or to convert them to other uses.

The **Mississippi Valley Lumberman**, November 10, 1893, stated that "Oshkosh is distinctively a sash and door city, now, as it was years ago a lumber manufacturing point." During the 90's, Oshkosh ranked as the country's largest producer not only of sashes, doors, blinds, and matches, but also of wagons and carriages. The **Timberman** (of March 19, 1898) noted that Oshkosh had but five sawmills left with a combined production of probably less than 50,000,000 feet. The manufacture of sash, doors, and blinds, however, had increased 25 percent in the last decade. The seven sash and door factories had a combined capacity of 6,000-8,000 doors a day, besides windows, blinds, moldings, stair work and interior finish. In fact, they produced practically everything in the way of finished wood for residences and businesses. Oshkosh contained the largest sash and door factory in the world (**Mississippi Valley Lumberman**, April 1, 1898) and produced more sash and doors than any other city in the world. The plant of the Paine Lumber Company covered eighty acres, employed 500 to 600 men and produced an average of 1,400 doors, 1,800 windows, and 400 pairs of blinds a day.

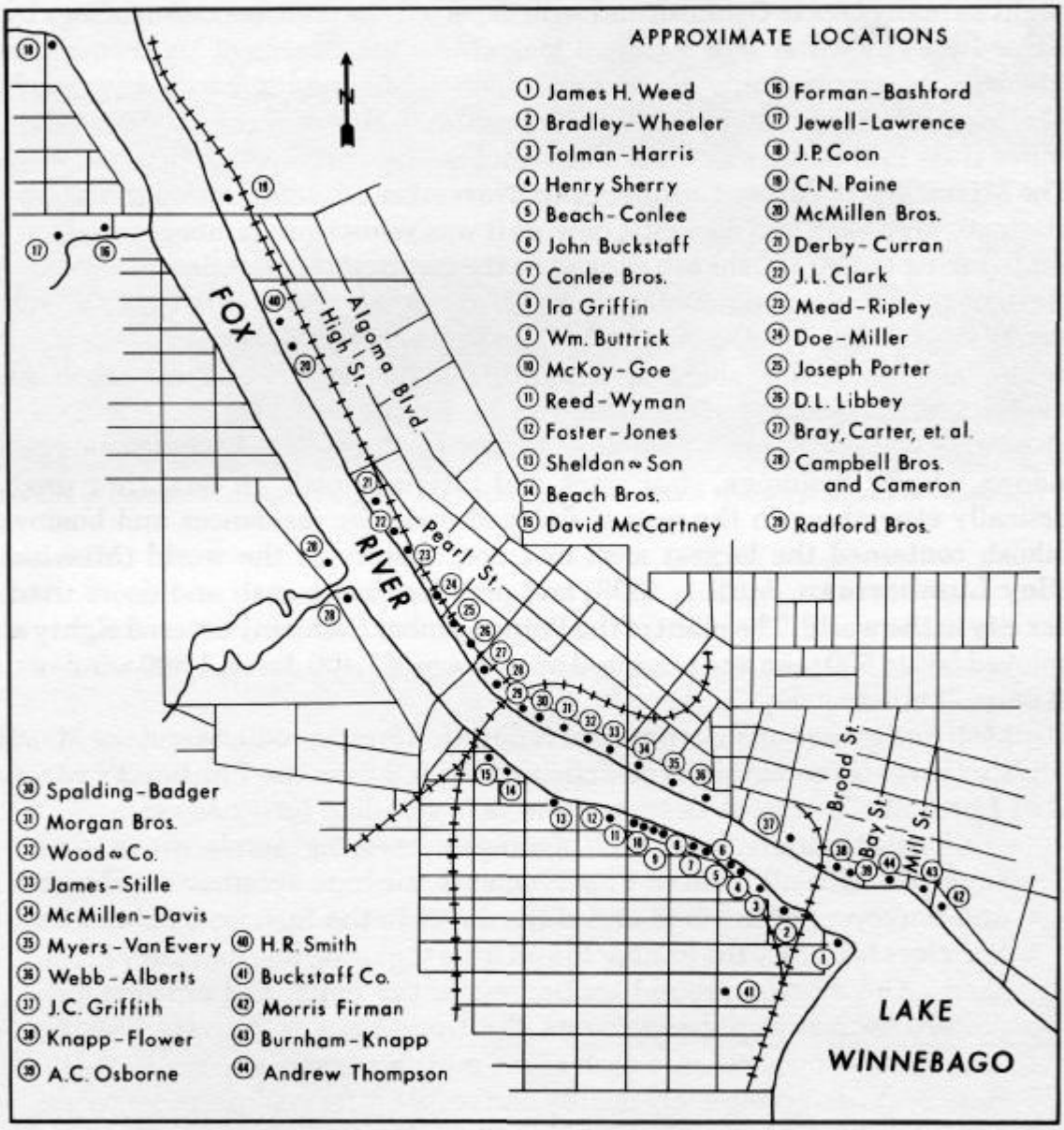
Oshkosh had gained an international reputation for its products and the March 12, 1898 **Northwestern** contained an article excerpted from the **Timber Trade Journal of London**. The article described the sash and door factories as:

> all substantially built, well arranged, covering ample areas, and equipped with all modern improvements, such as automatic cyclones and conveyers of sawdust and chips direct to the furnaces, automatic travelers to convey the lumber to and from the saws, extensive dry kilns, sheds, and storage ground contiguous to the mills, and efficient fire protection. Railway sidings from the three lines of railway passing through the town run into each of the mills alongside and between the storage sheds, giving every facility and economy for loading under cover.

Besides the sash and door factories, Oshkosh contained eight carriage and six furniture factories, two match works, two coffin factories, several sawmills and minor wood-using mills. They gave direct employment to over 6,000 people and the **Journal** claimed that three fourths of the population of Oshkosh depended for their support on wood-using industries.

The journalist described Oshkosh as a handsome, well-laid out city with substantial public and business buildings. The "tasty and comfortable" residences especially

SAW AND SHINGLE MILLS IN OSHKOSH
1847–1930



After Titus

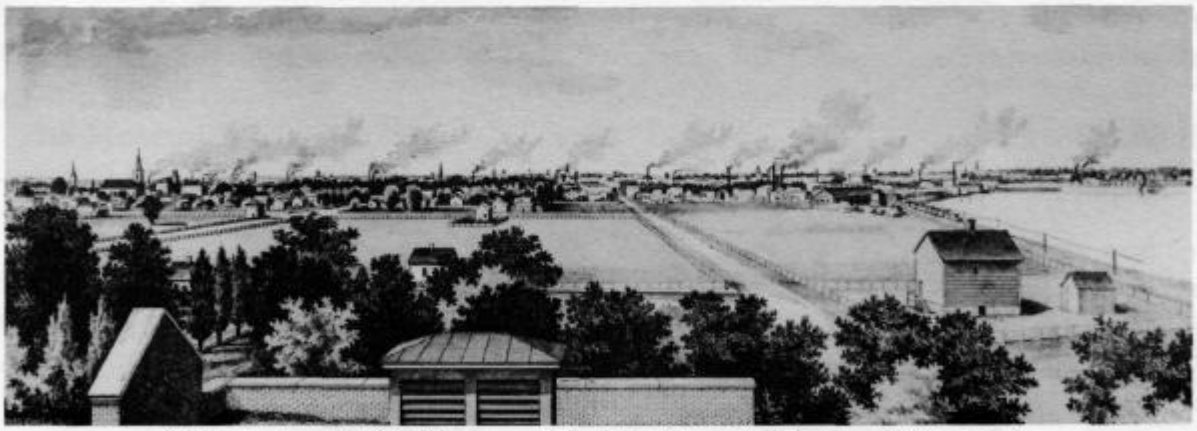
RER

impressed the English observer. He particularly referred to "the comfortable detached ornamental cottages of the workmen" located on 50 feet by 130 feet lots. With 26,000 inhabitants in 1898, Oshkosh retained its position as the second largest city in the state.

Between 1890 and 1900 the manufacture of lumber declined 37 percent in Oshkosh and in 1900 only seven sawmills remained. Total manufacturing, however, increased by 2 percent, and the production of several products, like carriages and wagons and furniture, grew by as much as 30 percent. The number of sawmills dropped to four by 1904. That year, however, the Paine Company built a veneer mill for the production of hardwood products and began a new era of development. Rapid increase in the volume of business resulted in the doubling of the plant's capacity in 1907. By 1909 the capacity of 1907 was doubled, and in 1910 an additional sash and door factory was erected, plus a planing mill and a central power house. In 1914 the Paine Lumber Company was one of the largest manufacturers of veneered doors in America. Its holdings included over 30 buildings, and the company's yards and docks extended a mile along the Fox.

In 1915 the wood-using industries still dominated the manufacturing picture of Oshkosh. Eleven of its twelve largest factories used wood as their basic raw material. They included six sash and door factories, two furniture factories, one carriage factory, one trunk factory and one match factory. The picture changed little in the next decade but then the Great Depression dealt the lumber manufacturing industries of Oshkosh a severe blow. The next twenty years saw a gradual, sometimes almost imperceptible, change to a more diversified industrial base, with metal-working the most important. In 1950 only four major lumber manufacturing firms still remained - the Morgan, Buckstaff, Paine and Radford companies. Oshkosh's population of 40,872 made it the eighth largest city in the state.

Of all the lumber centers of Wisconsin, Oshkosh became one of the more, if not the most, important. For years it ranked as the second city of the state and lumbering made it what it was. 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 pattern and elements that continue to the present. The period of lumbering, in fact, continues to influence Oshkosh today, but that's another story.



Oshkosh about 1880. (Courtesy of the State Historical Society of Wisconsin)

Citation For Distinguished Service to W. G. Youngquist

How many of you present today would be rash enough to predict what life will be like in the United States 100 years from now? Would you also be bold enough to invite derisive comments by putting such predictions into print?

That is exactly what one of our esteemed members, the 1988 recipient of our annual Distinguished Service Award, has done in his usual modest manner.

As the co-author of a unique history of wood use in the United States, "Wally" Youngquist not only reviewed the changes and developments in wood usage since colonial days, but with his colleague H. O. Fleischer, ventured to do the same from the perspective of a scientist of the future who reviews the 100-year period from 1976 to 2076. Those of you who have not yet read "Wood in American Life, 1976 - 2076 have missed some absorbing and informative reading about one of the most important products of the forest.

Participants at the annual meeting of our Association in 1986 will recall Youngquist's presentation on John Muir, that pioneer conservationist who also became known as the father of our national park system. Wally told us about Muir also being a master woodworker, who invented, designed and built intricate machinery entirely of wood, gears and all!

Youngquist's early upbringing in logging camps of Wisconsin's Taylor County, his formal education as a civil engineer and his experience as a forest products research scientist are all evident in his book and in the occasional speeches he gives. His thirty-two years of service with the U. S. Forest Products Laboratory in Madison ended with his retirement in 1974.

It is with great pleasure that we present our 1988 award for distinguished service, by an individual, to a charter member of our Association, W. G. Youngquist.



Frank Fixmer presents W.G. Youngquist with the F.H.A.W. distinguished service award for 1988. (Rohe)

Citation for Distinguished Service to Marathon County Historical Society & Museum

Many local historical societies throughout the state have given various degrees of attention to the role that early-day logging and lumbering played in the development of their communities.

Few, however, have made the preservation of that role a major activity in their year-to-year programs.

Among those who have done so consistently is the Marathon County Historical Society and Museum, located in Wausau, Wisconsin, and housed in a mansion that was once owned by one of the area's most prominent lumberman, Cyrus C. Yawkey.

The Marathon County Historical Society was formally organized in 1952, with D. C. Everest, renowned industrialist and philanthropist, as its first president. In 1954, the Yawkey home was given to the Society for its headquarters and to serve as a museum.

In remodeling one of the museum's upstairs rooms for conferences and general meetings, the walls were panelled with 12" wide, unfinished pine boards, on which were mounted numerous artifacts and photos of the area's early logging activities. There was also a diorama on one end of the room, for a period of time, depicting a lumberjack in the act of falling a tree in a snowy woods. Now the room is called the Pinery Theatre because films are often shown for various group meetings.

In 1976, a major project of the Marathon County Historical Society was the production of a film titled "Of Time and Timber", an historical review of typical logging and lumbering operations at the turn of the century as reproduced from photograph collections. This film has since been shown countless times to literally thousands of people all over the state, and continues to be available to interested groups upon request.

In 1982, a quarterly newsletter was inaugurated, titled appropriately enough, "The Wanigan". Most issues have included at least one article related to the county's logging and sawmill heritage.

In 1984, the Museum had a special six-month display on the history of the Wisconsin River Valley from 1640 to 1840. Featured was a photo-story of George Stevens and the problems he had building the first sawmill at Big Bull Falls, now Wausau. This exhibit was followed by another which depicted the development of the paper-making industry on the upper Wisconsin River.

The Museum's 1985 exhibit was titled "The Lure of Lumber" and examined by means of photos and a slide program the early settlement of Marathon County as a result of the attraction of its pine timber resources.

A cooperative venture between the Marathon County Historical Museum and the Forest History Association, with contributions by the U. S. Forest Service and the Wisconsin Department of Natural Resources, resulted in a six-month exhibit commemorating the 75th anniversary of state forestry.

The success of the Museum's 1987 "Living History Festival" convinced the Marathon County Historical Society to sponsor the two-day event this past June which was

billed as "The Great Wisconsin River Log Jam". Among the many attractions that drew upwards of 20,000 spectators were Scheer's Lumberjack Show, a steam-operated sawmill, and an outstanding collection of broad-axes and adzes. F.H.A.W.'s exhibit, featuring the evolution of tree-felling tools, was also given a prominent spot on the trail leading to the lumberjack competitions.

In view of these many examples of how it has contributed to the preservation of forest history, it is most fitting and appropriate that this year's Distinguished Service Award to an organization goes to the Marathon County Historical Society and Museum, represented here by its director, Tom Schleif, who has been the driving force behind the achievements of the past nine years.



Frank Fixmer presents Tom Schleif, director of the Marathon County Historical Society and Museum, with the F.H.A.W. distinguished service award for 1988. (Rohe)

Annual Report of Secretary-Treasurer

As was the case last year, the "bottom line" of our operating statement shows that we ended the fiscal year "in the black". Again as last year, this is misleading because we had not yet been billed for the cost of printing the 1987 PROCEEDINGS. That cost turned out to be $70.00 more than the so-called "operating gain" at year-end. Therefore, the cold fact was that we had not actually ended in the black, although we did nearly break even.

Why do we have such a struggle to make ends meet? It appears to be primarily because our membership numbers continues to stagnate. Although in some years we manage to replace "drop-outs" with new members, and perhaps even gain a few, the net growth does not keep up with the rate of increases in our operating costs. Your board of directors annually adopts a budget which is balanced on paper, but when revenues from membership dues fails to come up to the goals, the result is inevitable.

Consider these statistics: Although we had budgeted for 30 new members, we enrolled only four; we lost 18. Of our total membership of 239, included are 30 life members, honorary members, affiliates and exchange members, none of which pay annual dues.

The solution to our financial shortfalls, then, seems obvious. We must all increase our efforts to promote new members, and equally important, to retain the members we already have.

On a more positive note, our cash assets increased from $26,628.50 on June 30, 1987 to $29.522.67 on June 30th of this year. This was due to several very welcome capital fund donations and to a substantial increase in investment income resulting from higher interest rates as the year progressed. A more detailed report of our several cash accounts is available upon request. The audit committee this year consisted of Mary Lagerbloom and Mike Weckwerth, both of Merrill.

As most of you are aware, my secretarial duties have been handled during five months of the year from my winter home in Florida. To the best of my knowledge, this has not inconvenienced most of our members or other correspondents, since mail is forwarded to me quite promptly. However, some requests for Association literature, or information that requires reference to our files or library collections, do need to be deferred. I ask for your patience in those cases.

As always for the past ten years and more, I appreciate the opportunity to serve you as secretary-treasurer. I find the job immensely interesting, and a challenge to keep the organization viable. However, the years do keep rolling on, so I conclude with the hope that all of you will give serious thought to a successor in the not to distant future.

Forest History Association of Wisconsin
Operating Statement 7-1-87 thru 6-30-88

			Actual '87-'88	Budget '87-'88
RECEIPTS				
Membership Dues -	Individuals -	renewals	2120	1980
		new	46	360
	Corporate -	renewals	500	500
		new	50	150
	Life/Others -		22	-
			2738	2990
Donations - Unrestricted			47	25
	1988 Student Award		125	100
			172	125
Sales			71	50
Annual Meeting			604	1000
Investment Income			1918	1788
	TOTAL RECEIPTS		5503	5953
DISBURSEMENTS				
Postage, permits, labels			384	450
Stationery and supplies			452	350
Bonding and insurance			128	130
Publishing - Chips & Sawdust			651	500
Proceedings			288	2600
Distinguished Service Awards			54	54
Annual Meeting			699	900
Student Scholarship Award			200	200
Donations - Forestry Hall of Fame			100	100
Exhibits, slides, photos			38	50
Admin. services, phone, off. mtc.			350	500
Miscellaneous			35	25
Membership promotion			111	-
	TOTAL DISBURSEMENTS		3490	5759
OPERATING GAIN (or LOSS)			2013	194

Forest History Association of Wisconsin
Financial Statement as of June 30, 1988

RECONCILEMENT OF CASH ASSETS		
Checking Account		
M & I First American 7/1/87	1,368.09	
Certificate of Deposit		
M & I First American 7/1/87	10,000.00	
Investment Accounts		
Smith Barney 7/1/87	15,541.00	
		26,909.09
Add: Excess receipts over disbursements for fiscal 1987-88		2,013.58
Add: Restricted Capital Funds donations during fiscal 1987-88		600.00
TOTAL CASH ASSETS		29,522.67
SUMMARY OF CASH ACCOUNTS		
Checking Account		
M & I First American 6/30/88	1,655.67	
Certificate of Deposit		
M & I First American 6/30/88	10,000.00	
Investment Account		
Smith Barney	17,867.00	
TOTAL CASH ON HAND		29,522.67
Restricted Cash Funds (see below)	27,228.50	
Unrestricted Cash Funds	2,294.17	
TOTAL CASH ASSETS		29,522.67
SUMMARY OF RESTRICTED CASH FUNDS		
General Fund - Balance 7/1/87	23,038.50	
Additions fiscal 87-88	600.00	
	23,638.50	
L. G. Sorden Memorial Fund		
Balance 7/1/87	1,590.00	
Additions fiscal 87-88	-	
	1,590.00	
Student Award Fund		
Balance 7/1/87	1,600.00	
Additions fiscal 87-88	-	
	1,600.00	
Life Membership Fund		
Balance 7/1/87	400.00	
Additions fiscal 87-88	-	
TOTAL RESTRICTED CASH FUNDS		27,228.50

Minutes of the Thirteenth Annual Meeting of the Forest History Association of Wisconsin

October 1, 1988 - Shawano, WI

The meeting was called to order at 11:00 a.m. by Secretary-Treasurer, Fixmer, acting as the presiding officer due to the delayed arrival of Vice President Rohe. Approximately 22 members, including some spouses, were present.

The minutes of the 1987 annual meeting were read by the Secretary. There being no additions or corrections, they were approved as read.

The annual financial report was reviewed by the Treasurer, copies of which are appended to these minutes and are available to any member upon request. Upon appropriate motion and second, the financial report was approved as presented.

The Secretary also reported on membership status and the need for more vigorous effort to recruit new members and to retain current members.

In the absence of Vice President Rohe, the Secretary read his annual report, which noted several staff changes and activities in which various members had participated on behalf of the Association.

On motion by John Saemann and second by Don Anderson, the acts of the officers of the Association during the past fiscal year were duly approved and ratified.

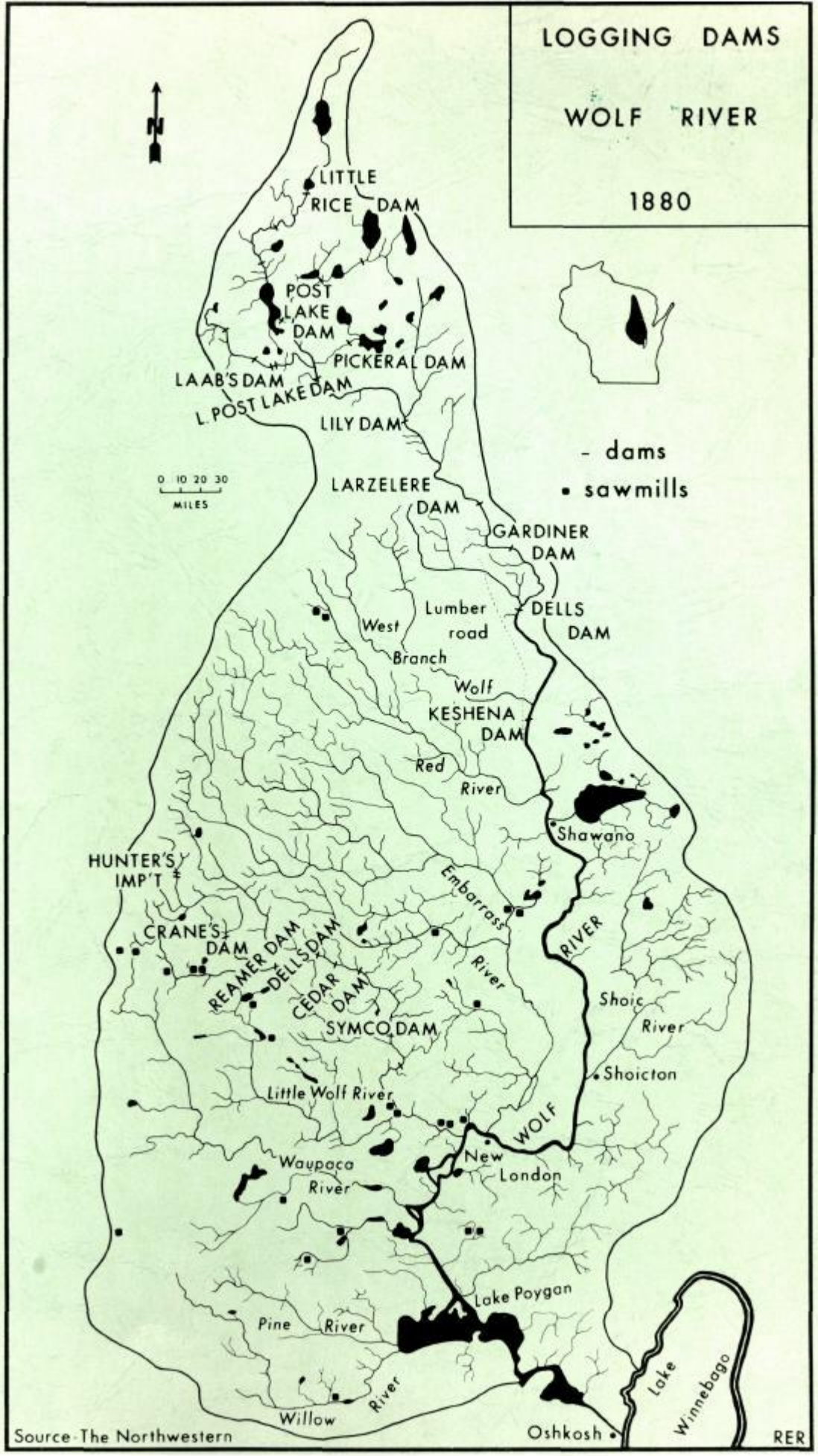
The Nominating Committee's report was not available during the regular business meeting, but upon Vice-President Rohe's appearance later in the day, he announced that the four directors nominated for two-year terms were Tom Albrecht, Joyce Bant, Karl Baumann and Mike Sohasky. There being no further nominations from the floor, and on proper motion and second, approval was given for the Secretary to cast a unanimous ballot for those named and to declare them duly elected.

An open-floor discussion was then held on a proposal to make a members directory available to members to assist them in contacting potential new members. The Secretary stated it would be considerably less costly to provide computer printout of current members to any interested member rather than a formally published directory to all members as in the past.

Discussion also ensued on the site for the 1989 annual meeting, with the Marinette-Peshtigo area,Three Lakes and the Marshfield-Wisconsin Rapids area suggested. The Board of Directors will decide the place and date at its next regular meeting.

There being no further business, the meeting was adjourned at 11:53 a.m.

Frank N. Fixmer
Secretary-Treasurer


LOGGING DAMS
WOLF RIVER
1880
N
LITTLE RICE DAM
POST LAKE DAM
PICKERAL DAM
LAAB'S DAM
L. POST LAKE DAM
LILY DAM
- dams
• sawmills
0 10 20 30
MILES
LARZELERE DAM
GARDINER DAM
DELLS DAM
Lumber road
West Branch
Wolf
KESHENA DAM
Red River
Shawano
HUNTER'S IMP'T
CRANE'S DAM
REAMER DAM
DELLS DAM
CEDAR DAM
SYMCO DAM
Embarrass River
WOLF RIVER
Shoic River
Shoicton
Little Wolf River
Waupaca River
New London
Lake Poygan
Pine River
Willow River
Oshkosh
Lake Winnebago
Source-The Northwestern
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"THE MARINETTE COUNTY PINERY AND ITS TRANSFORMATION"

Proceedings

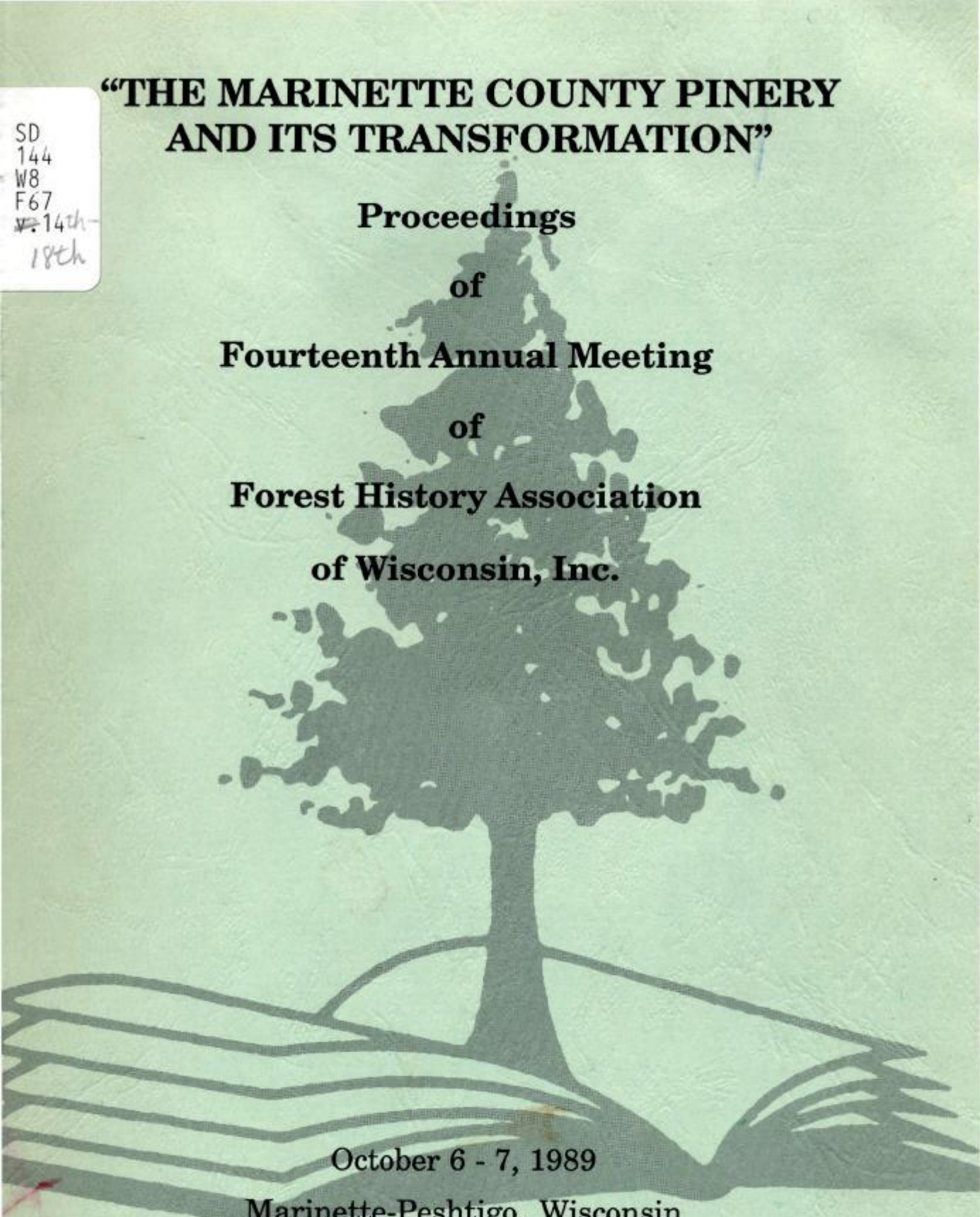
of

Fourteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.



October 6 - 7, 1989

Marinette-Peshtigo, 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 Forest History Association of Wisconsin, Inc., 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 1989-1990 are: Karl Baumann, president; Joyce Bant, vice-president; Frank N. Fixmer, secretary-treasurer; Jacques D. Vallier, Thomas Albrecht, Russell Roberts, Eugene Harm, Mike Sohasky and Alvin Barden.

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

History of the Nicolet National Forest
Some Historic Events in Wisconsin Logging
Some Events in Wisconsin Forest History
Bibliography of Wisconsin Forest History
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 54401



The Print Shop, Wisconsin Rapids, WI 1990

Proceedings

of

Fourteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

October 6 - 7, 1989

Marinette-Peshtigo, 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 written papers presented, at the Fourteenth Annual Meeting of the Forest History Association of Wisconsin on October 6-7 at the River Front Inn, Marinette, Wisconsin.

The Board of Directors is most grateful to the staff of the Marinette County Logging Museum and Peshtigo Fire Museum for their hospitality. Their help assured a successful meeting. Howard Emich, local radio announcer and historian, gave a slide-illustrated presentation on the history of Marinette. We thank Howard for his interesting talk.

Unfortunately, two of our scheduled speakers, W. A. Youngquist and Peter Webber, were unable to attend because of illness. Duncan Godshall and Karl Baumann, respectively, read their papers and deserve a special thanks for filling in at the last minute.

Our second annual auction proved even more successful than last year's. Karl Baumann, again, did an excellent job as auctioneer. We hope members will continue to help with donations of logging relics, artifacts, and related memorabilia so that the auction can grow and become even more successful.

Finally, our appreciation to the various speakers who presented papers, to the local arrangements committee – Karl and Helen Baumann, Carl Krog, Arlan Wooden, and Bob Brisson, and to Carl Krog who helped obtain many of the photos used to illustrate these proceedings.

Randall Rohe, Editor
Patricia Collins, Assistant Editor

President's Annual Report

A warm and hearty welcome to the Fourteenth Annual Meeting of the Forest History Association of Wisconsin. Despite being in the extreme northeastern corner of the state, the Marinette-Peshtigo area seems like an appropriate place for this meeting. It has not only a colorful logging history but the famous Peshtigo Fire as well. The Peshtigo Fire Museum and the Marinette County Logging Museum both have been recipients of Forest History Association of Wisconsin awards.

As a life long resident of the Peshtigo area, I grew up hearing the stories of retired lumberjacks and survivors of the Peshtigo Fire. While the stories were fascinating at the time, I have long since forgotten most of the details, with the exception of the ones involving my immediate family. My grandfather lost a leg due to another lumberjack's carelessness with an ax. By the time he was brought some 80 miles to Marinette in a sleigh, gangrene had set in and that necessitated amputation of the leg. When my dad and uncles were old enough to go up to the camps, they would take along many pairs of homespun woolen mittens and socks made by my grandmother during the previous winter. They sold them in no time to the other jacks. When breakup came and logging was done for another season, these men would bring home their entire winter pay checks, which helped pay for their farms. The Sugar Bush men would come home from camp as a group and then make their wives try to pick them out from the ragged, beaded, motley crew.

Unfortunately, two of our members, who were to give papers, were unable to do so. Wally Youngquist suffered a stroke several weeks before the meeting so Dunc Godshall will present his paper. I will read Peter Webber's "Salvaging Deadheads on the Menominee River."

I am extremely grateful for the assistance of committee members, Arlan Wooden, Bob Brisson, Carl Krog and my wife Helen. Of course, we had to call on Frank Fixmer's expertise from time to time as well. We also thank Frank for manning our traveling exhibit at the June 1989 meeting of the Wisconsin Section of the Society of American Foresters.

A mere thank you does not begin to express our collective appreciation of Randy Rohe's contribution as editor of "C & S" and the "Proceedings". Another thank you to Badger Paper Mills of Peshtigo for their generous contribution of paper for our newsletter.

One more "thank you" to all contributors to our capitol fund and student award fund, to those of you who contributed logging artifacts for our annual auction, and, of course, we can't forget Jack and Dory Vallier's thoughtful contribution of coffee and muffins for the annual meeting.

Karl Baumann, President



Bird's Eye View of Peshtigo, 1881. One of the best known lumber company towns in Wisconsin was Peshtigo, which was often described as a model community. (Courtesy of State Historical Society of Wisconsin.)

Forest History Association of Wisconsin
14th Annual Meeting of Members
October 6 - 7, 1989
Marinette-Peshtigo, Wisconsin

THEME: The Marinette County Pinery and Its Transformation

Friday, October 6th – River Front Inn (Best Western)

9:00 A.M. -	Registration and sign up for museum tours "Get acquainted" over coffee, rolls/muffins
10:30 A.M. -	Business Meeting - F.H.A.W. members
12:00 P.M. -	Lunch - River Front Inn
1:15 P.M. -	Welcome and introductions - President Karl Baumann
1:30 P.M. -	Karl Baumann - Transition from Virgin Forest to Productive Second Growth
2:00 P.M. -	Carl Krog - From Pine to Hardwoods
2:30 P.M. -	Dr. Randall Rohe - The Boom and Bust of Peshtigo Harbor
3:00 P.M. -	Coffee Break
3:20 P.M. -	Arlan Wooden - The Marinette County Forest: 1933 - 1988
3:50 P.M. -	W.G. Youngquist - "Toeing The Line" and A Woodshed Sawmill
5:00 P.M. -	"Auld Acquaintance" Reunion Hour - Cash Bar
6:00 P.M. -	Dinner - Distinguished Service Awards Guest Speaker - Howard Emich, retired radio announcer and historian

Saturday, October 7th - River Front Inn (Best Western)

8:30 A.M. -	Registration
9:00 A.M. -	Comments by President Baumann on tours to the Peshtigo Fire Museum and Marinette County's Logging Museum
9:15 A.M. -	John Saemann - Reminiscences of a Young Forester in the Marinette County Forest of the 1940's
9:45 A.M. -	Peter Webber - Salvaging Deadheads on the Menominee River
10:15 A.M. -	Auction of donated artifacts (Open to the public)
12:00 P.M. -	Adjournment Luncheon meeting of Board of Directors
1:00 P.M. -	Tours of Museums
3:00 P.M. -	Homeward bound!

Transition From Virgin Forest To Productive Second Growth

by Karl W. Baumann

Most of us like to think of the pre-lumbering forest as an unbroken virgin white pine forest. Not so! When the original government land surveyors wrote up their field notes in the mid-eighteen hundreds, they mentioned large areas of poor quality scrub forest. Deputy Surveyor B. H. Edgerton in his field notes of 1840 for Township 30 North, Range 23 East (Peshtigo) noted that much third rate timber, swamp and marsh areas existed. He concluded that outside of having some good sawmill sites, it was a first-rate township for cranberries.

While there is no question that many dense stands of white pine existed, sometimes in pure stands of a thousand or more acres, a lot of the pine was mixed with other trees. A remnant of the virgin stands, called the Cathedral of Pines, still exists in the Nicolet National Forest. Even these towering pines are interspersed with hemlock.

Let's not be too critical of the so-called lumber barons who harvested the pine and other timber while the trees were in their prime. I believe that, if left until the present day, most of the trees would have been over mature and unmerchantable. Mature virgin forest will be harvested by one means or another – wind, insects, disease, fire or just old age. Trees cannot live forever!

White pine was the prize that lured the Eastern logging interests to the Middle West when their own forests became depleted. Wisconsin took its turn as the leading pine producer in 1882 when an all time record of four billion board feet were cut.

Logging in Marinette County preceded the government survey by several years. When Edgerton surveyed Peshtigo Township in 1840, he noted both a sawmill and a lath mill where the city of Peshtigo is now located.

The logging operations left many seed trees, that could have started another forest. The subsequent fires, however, burned up whatever seeds could have gotten a start. Even trees like jack pine, that hold some unopened cones in reserve for insurance against ground fires, can be totally wiped out by a combination of ground fire and crown fire. While ground fire liberates available potash and phosphates from organic remains; it also results in a total loss of the most valuable fertilizer nitrogen. Each recurring fire resulted in the loss of one or more site indexes. In some areas, repeated fires so depleted the soil that resulting aspen stands became virtually unmerchantable. Fires continued to wipe out new growth every few years until the State of Wisconsin initiated its fire protection program in the 30s.

The transition from cut over to burned over, and once again to productive forest, is certainly a timely subject in these days of environmental concern. The transition did not occur overnight.

There was an extended period when land companies promoted the sale of cut over lands to optimistic people from states like Illinois and Iowa where land prices were getting out of reach for most farmers. These people hoped to establish productive farms. The thin, depleted soils, however, were better suited, for the most part, to

growing trees than crops. As the discouraged farmers abandoned their homesteads, a great deal of northern Marinette County became tax delinquent and reverted back to county ownership.

These lands became the nucleus for the Marinette County Forest. Gradually, the forest made a come back. With the help of an extensive tree planting program, good management and fire protection, Marinette County has become the leading pulpwood producing county in Wisconsin.

There is yet another transition taking place in the forest. The so-called pioneer species such as aspen, jack pine and scrub oak build up the soil and eventually give way to higher quality trees. LeRoy Lintereur in his ***Eulogy of the Scrub Oak*** makes us aware of how a lowly, scrubby tree of little commercial or aesthetic value plays such an important role in nature's cycle.

Today, 75 per cent of Marinette County is forest. White pine is no longer the dominate species, and aspen, which once was considered a weed tree, now makes up the greater volume of that forest. Peshtigo, which has been a wood-using community since its beginning, continues to utilize a great deal of Marinette County's second growth forest production. In 1988, Badger Paper Mills used a total of 80,000 cords of aspen pulpwood. Sentinel Structures uses 6,000,000 board feet of lumber annually. Dumke Forest Products saws 3,000,000 to 4,000,000 board feet of lumber per year. Faucette Pallet Shop uses over 1,000,000 board feet per year and the Peshtigo Cedar Yard processes 125,000 cedar posts annually.

The quantity of wood used in Peshtigo is just one example of the use made of Marinette County's renewable resource.



This view of a late 19th Century logging operation in the Menominee River Valley shows the impressive size of logs still being cut. (Courtesy of Marinette County Historical Society)

From White Pine to Hardwoods: The Transitional Decades of Lumbering In Northeastern Wisconsin

By Carl E. Krog

Families such as the Stephensons, Carneys, and Merrymans associated with the Marinette lumber industry during the last third of the nineteenth century were devoted almost exclusively to white pine lumbering. Their lumbering careers in Marinette were relatively brief. These lumbermen were born either in New England or the Canadian maritime provinces, learned their lumbering skills in the eastern woods and then came to the Great Lakes pineries as young men to gain fame and fortune: to paraphrase Julius Caesar – they came, they sawed, and they left. The next generation of their families found the Carneys in Owen Sound, Ontario, the Stephensons in Eastern Texas, and the Merrymans in California, after a brief sojourn in Washington state. "Second generation" lumbering families such as the Goodmans in Marinette and the Wells family in Menominee began the systematic cutting of hardwoods in the region after the turn of the century.

"Second generation" lumber companies, such as Sawyer-Goodman, extended the life of the lumbering industry for another thirty-five years in Marinette. As a result of the continued production of firms like Sawyer-Goodman, the decline of lumbering in Marinette was less abrupt than in her sister city, Menominee, although the decreasing number of stands of good timber spelled the inevitable closing of sawmills in both cities.

The city of Menominee had 12 sawmills in operation in 1892 producing 287,492,348 board feet of lumber. Marinette had nine mills which sawed 286,618,774 board feet of lumber. Together, the two cities produced one half billion board feet of lumber – two per cent of the total lumber production in the United States. In 1903, five sawmills in Menominee produced 35,000,000 feet of lumber, less than the total production of one of Menominee's sawmills a decade earlier. On the Wisconsin side of the river, the seven remaining sawmills produced 198,000,000 feet of lumber.

The sharp decline of Menominee's lumber production was the result of the closing of two large companies. Both firms followed a policy of capacity lumber production so long as they owned pinelands. One quarter of the lumber shipped from the mouth of the Menominee River in 1898 had been sawed by one of the two Menominee firms, the Kirby Carpenter Company. The community of Menominee, which could not liquidate its assets as easily or as profitably as the Kirby Carpenter Company one of Menominee's largest lumber companies, fared less well. During the next two decades, the city's population declined by a third, from 12,818 in 1900 to 8,907 in 1920. Empty stores and empty houses remained, gaunt reminders of another century and a more prosperous time.

The decline in lumbering in Marinette was less abrupt. In fact, the lumber industry remained the largest employer in Marinette until the depression years of the early 1930's. The shift of the few remaining lumber companies from sawing white pine to hardwood accounted for Marinette's more gradual adjustment to lumbering's decline.

Although they did not employ large numbers, another factor which aided Marinette during the lumbering decline was the development of cedar companies. There were six such companies in Marinette and Menominee in 1904.

The increased value of lumber as it became less abundant in the Great Lakes States also helped to ameliorate the situation. Increased freight costs on lumber shipped to the East from the South and the Pacific Northwest after 1905 prolonged the survival of remaining lumber companies in the Lakes States.

The last decade of the nineteenth century and the first two decades of the twentieth marked the period of agricultural settlement in Marinette County. While lumbermen exaggerated in claiming that the new settlers all wanted macadam roads and marble walled schools, it is true that these farmers needed schools and roads. The twin dangers of fire and higher taxes, as a result of settlement, induced lumbermen to accelerate their efforts to level the remaining stands of pine.

The problems experienced by the Hamilton and Merryman Company of Marinette were typical of those faced by the other lumber companies in their declining years. The company took a careful evaluation of its remaining timber holdings in 1895, and concluded that it had sufficient stands of timber to last two more decades. This assessment did not take into account the ravages of fires in the woods. Less than five years later, fire had leveled the Hamilton and Merryman mill and the company announced that it would not rebuild. Instead, the company turned to the R.W. Merryman Company to do its sawing. All of the pine of the Hamilton and Merryman Company was cut by 1906. The R.W. Merryman Company continued to saw hardwoods for only a few more years.

Taxes on the pinelands also troubled the lumber companies. As a rule, the payment of taxes reflecting the real value of the pinelands was avoided by the lumber companies whenever possible. In addition to taxes on timberlands and sawmills, the lumber companies also were taxed for the logs they had cut. With fewer sawmills and less timberland to tax, the revenue from these logs became a source of contention between the counties and cities of northern Wisconsin. The Wisconsin Legislature passed the Tompkins Act in 1913 which provided that logs were to be assessed where cut. Marinette and fourteen other Wisconsin cities were affected by the new law. Formerly, the logs had been assessed in the lumber towns. The new law meant a loss of revenue of over $10,000 annually to the city of Marinette. After the mayors of the various lumbering cities protested, the law was amended to provide that if the logs were in the county on May 1, they were to be assessed there; if in transit or at the sawmills after May 1, assessed in the cities.

Taxes caused difficulties between Marinette and the remaining lumber companies in other ways as well. The city of Marinette offered to buy the former site of the Hamilton and Merryman Company's sawmill as an industrial site for $16,000, the valuation of the property in 1913. The company refused the offer, asking $35,000 instead. Two years later, the city raised the valuation of the property to $35,000. The Hamilton and Merryman Company offered to sell it for $16,000, claiming there was a misunderstanding.

In addition to the twin perils of rising taxes and raging fires, the remaining lumber

companies and sawmill communities faced another problem, flooding. The cut and run policy of lumber companies at the headwaters of the Menominee River had stripped a large part of the basin of ground cover. Marinette citizens experienced the first flooding from the Menominee River in the early decades of the twentieth century. On the other hand, in late summer and autumn the river was lower than formerly, although there was always some fluctuation in the water level from year to year. In July, 1897, Isaac Stephenson reported that the river was ten inches lower than the previous year.

What was to be done about the deteriorating situation as sawmill after sawmill closed after 1900? Different lumbermen gave different answers. Anthony Van Schaick of Chicago, owner of a large interest in the Ludington, Wells, and Van Schaick Company of Menominee, Michigan, said in an interview that it was only a question of time, "when the northern supply of lumber will be one of the things of the past." This prospect was viewed with equanimity by Van Schaick, whose company had already acquired large tracts of timberland in Louisiana and eastern Texas. Both capital and labor were movable commodities.

Marinette lumberman, Isaac Stephenson and his brother Sam, both predicted agriculture would take the place of lumbering. Isaac Stephenson believed that the shift from lumbering to an agricultural economy would be accompanied by a period of difficult re-adjustment similar to the depressed economic conditions which occurred during the shift from fur trading to lumbering. He observed: "many historians overlook...the difficulties with which the path of progress was strewn."

Another Marinette lumberman, Andrew Merryman, who perhaps remembered the childhood joys of attempting to wrestle a living from the rocky, stingy soil of his native Maine, believed the cutover, burned over land was better suited for producing pulpwood than crops. In 1894, Merryman returned from Maine after collecting Maine spruce cones, which he planted in northern Marinette County. If Maine spruce would grow in the pine barrens, the stunted spruce could at least provide pulpwood for the paper mills of northern Wisconsin. Merryman owned a large interest in the half million dollar papermill completed in Marinette in 1892. He also owned stock in papermills at Wausau and Oconto Falls. Nothing came of this reforestation project. Andrew Merryman died in 1905, and a short time later his brother, Reuben, moved to Exeter, California.

The decline of lumbering continued during the years between 1905 and 1910. The United States Census of 1910 revealed that Marinette had 1,645 workers in 1904. This number decreased to 1,491 in 1909, a loss of nine percent of the work force in five years. During the same period, there was a nine percent loss in value of products and a 16 percent decrease in salaries and wages paid to employees. Nonetheless, the loss was less severe than it had been during the first half of the decade. Of the other Wisconsin lumbering cities only Ashland, like Marinette almost totally dependent upon the industry, showed a similar decline.

Some observers expected lumbering to disappear entirely at the beginning of the century, but for a number of reasons it did not collapse totally. One of the most important was the fact that Marinette and Menominee remained a center of activities

for the Upper Peninsula, where lumbering operations were carried on 200 miles from the cities. Lumberjacks hired by the lumber companies in Marinette and Menominee were sent north on trains. Secondly, a number of sawmill companies continued in the outlying county towns. The most important of these companies were Bird and Wells at Wausaukee, Girard at Dunbar, and the Goodman Company at Goodman, Wisconsin. Finally, hardwood production continued to increase in importance.

Though one-third of the state's remaining white pine was cut during the first five years of the twentieth century, the state's hardwoods had barely been touched. At the turn of the century, in spite of the determined efforts of the lumbermen, 58 percent of Wisconsin was still covered by forest. The hardwood forests were not highly valued, however. In 1905, the remaining 1.5 million board feet of white pine was valued at $22.9 million of the estimated $36 million inventory of standing timber. In 1921 the United States Forest Service estimated that of the ten million acres in the Upper Peninsula, five million were in the forest, four million acres had been cut, and one million acres were in farms. The great nineteenth century lumbermen such as Stephenson and Merryman were not seriously interested in the hardwoods, but two twentieth century lumbering families, the Goodmans of Marinette and the Wells of Menominee, Michigan, continued operating large sawmills in the two cities, utilizing this largely unexploited hardwood.

Cutting of hardwoods presented both prospects and problems. The hardwood stands in the area, which most of the Marinette lumber companies had ignored, grew in clusters. Because portable mills broke down and did a poor job of sawing, the lumber companies decided to bring the logs in by rail and to saw them at Marinette and Menominee.

In 1914, Marinette claimed to be the state's leading producer of maple, birch, basswood, and elm lumber. Thirty million feet of hardwood were manufactured each year, requiring 1,300 men working 310 days a year. In response to a good market during these years, the four hardwood mills in Marinette operated on a 24 hour basis. Two mills were owned by Sawyer-Goodman and two mills by the Nelson Ludington Company. One thousand feet of hardwood manufactured paid two to three times as much in wages as the manufacture of white pine had. In 1913, the annual payroll from hardwood manufacturing in Marinette was over three-quarters of a million dollars. The following year the Federal Census of Manufactures reported that Marinette had 2,007 wage earners, a marked improvement over 1909 when only 1,491 were employed.

In 1903, the Wells mill sawed 15 million feet of lumber, seven million feet of maple flooring, and 15 million feet of white cedar shingles. Twenty years later, the company was sawing an additional ten million feet of lumber for the Ford Motor Company, running the mill around the clock. During the peak season, the firm employed 1,600 Marinette and Menominee men.

During the first decade of this century, the Holt Lumber Company of Oconto, Sawyer-Goodman in Marinette, and J. W. Wells of Menominee, Michigan, all hardwood manufacturers, remained the most important employers in their respective cities. During World War I, however, the Milwaukee Road and the Northwestern

Railroad raised lumber freight rates. In 1921, both raised rates again, claiming that costs necessitated the increase. The lumber companies in the west shore cities of Green Bay, dependent upon the railroads for securing their timber supply and shipping their lumber to market, claimed the new rates would drive them out of business. The new rate went into effect on September 1, 1921. The saw mills in the area closed down early in the month, protesting that the new rate was prohibitive. In October, the lumbermen and the railroads reached an agreement out of court. The railroads agreed to reduce the rate from $8.25 per 1000 feet to $6.00 per 1000 feet in shipping logs from the Ontonagan district in Michigan to Marinette. This agreement did not please the lumbermen on the upper Menominee river. Iron Mountain, Michigan lumbermen pointed out that they paid the same rate as the Marinette-Menominee lumbermen, although lumbermen in those two cities to the south were 609 miles further from the forests. Marinette and Menominee had an additional advantage in shipment of lumber to the eastern market. The all-rail rate to Detroit from the twin cities was 21 cents per 1,000 feet of lumber on the Northwestern Railroad. Via the Ann Arbor Railroad car ferry, it was 18 cents. The settlement between the lumbermen and railroads in 1921 assured the cities of Marinette and Menomonee another decade of lumber production.

The large remaining stands of hardwoods in the region, the cheap surplus labor, proximity to the Eastern market, and favorable railroad rates all contributed to make the lumber industry an important one in the twin cities on the Menomonee River during the decade of the 1920's. Although Marinette attracted other industries during the second and third decades of the twentieth century, the Sawyer-Goodman Company, manufacturer of hardwoods, remained one of the largest employers in the city until 1931. The end of lumbering occurred, not with disappearance of white pine from the region during the early years of the twentieth century, but with the cutting of the hardwoods at the beginning of the Great Depression.



Sawmills like this one continued to operate in the Menominee River Valley well into the 20th Century. (Courtesy of Marinette County Historical Society)

The Boom and Bust of Peshtigo Harbor

by Randall Rohe

The story of Peshtigo Harbor is inextricably linked to the earlier development of lumbering at Peshtigo, some seven miles upstream.* Initially the Peshtigo Company made all lumber manufactured in the mills at Peshtigo into rafts and floated it down river to its mouth. While Peshtigo was only eight miles from the bay by land, the river made so many curves and turns that the rafts traveled some sixteen miles to reach the mouth of the river. Here, the rafts would be taken out of the river and the lumber piled on shore until enough had accumulated to furnish a cargo for a vessel. The company then chartered a lumber schooner and dispatched it to the harbor to transport the lumber to market, usually Chicago or Milwaukee. About 1839 the company built a house for the men engaged in handling lumber at the mouth of the river. This marked the beginning of the settlement of Peshtigo Harbor.

The very shallow water at the mouth of the river made it necessary for the lumber schooners to anchor in the deeper waters of the bay. The lumber piled on shore would be loaded on scows or lighters and carried out to vessels waiting in the bay – a costly and time consuming operation. Although the company began construction of a harbor at the mouth of the Peshtigo in 1856, it did little to protect its entrance until the late '60s.

Throughout its early years of operation, transportation was a major problem of the Peshtigo Company as the river remained the only way to transport lumber to market. While the rapidly developing Middle West greatly increased the demand for lumber, Peshtigo was 300 miles from a rail center, Chicago and 60 miles from a rail terminus, Green Bay. It was then that William B. Ogden, president of the Peshtigo Company, decided to undertake an extensive development at the mouth of the river. Ogden had a steamboat and several large scows built to avoid rafting his lumber down the river. He found, however, that this did not solve his transportation problem and he determined to build a railroad from the mill to the bay.

As early as the fall of 1858 the company made known its intention to build a railroad to the mouth of the river. Actual construction of the railroad, however, did not begin until several years later. The ***Green Bay Advocate*** in January 1862 reported that the company already had a locomotive and cars and had started building a railroad with T rail. The railroad was still under construction in April 1863. The ***Oconto Pioneer*** noted that "their locomotive will be the first one used in Oconto County, but we hope it will not be long before the music of the steam whistle will be responded to by those of the engines of the great North Western on their way to and from Lake Superior, passing the enterprising and interesting village of Peshtigo." The Peshtigo Company

* I would like to thank Bob Couvillion, local historian of Peshtigo, for his help with my research on Peshtigo Harbor. A companion article, "Sawdust Society: Life in Peshtigo Harbor 1867 - 1895" will appear in the Winter-Spring 1991 issue of **Voyageur, Historical Review of Brown County and Northeastern Wisconsin.** Both are excerpted from the author's "Ghosts of the Forest: Vanished Lumber Towns of Wisconsin."

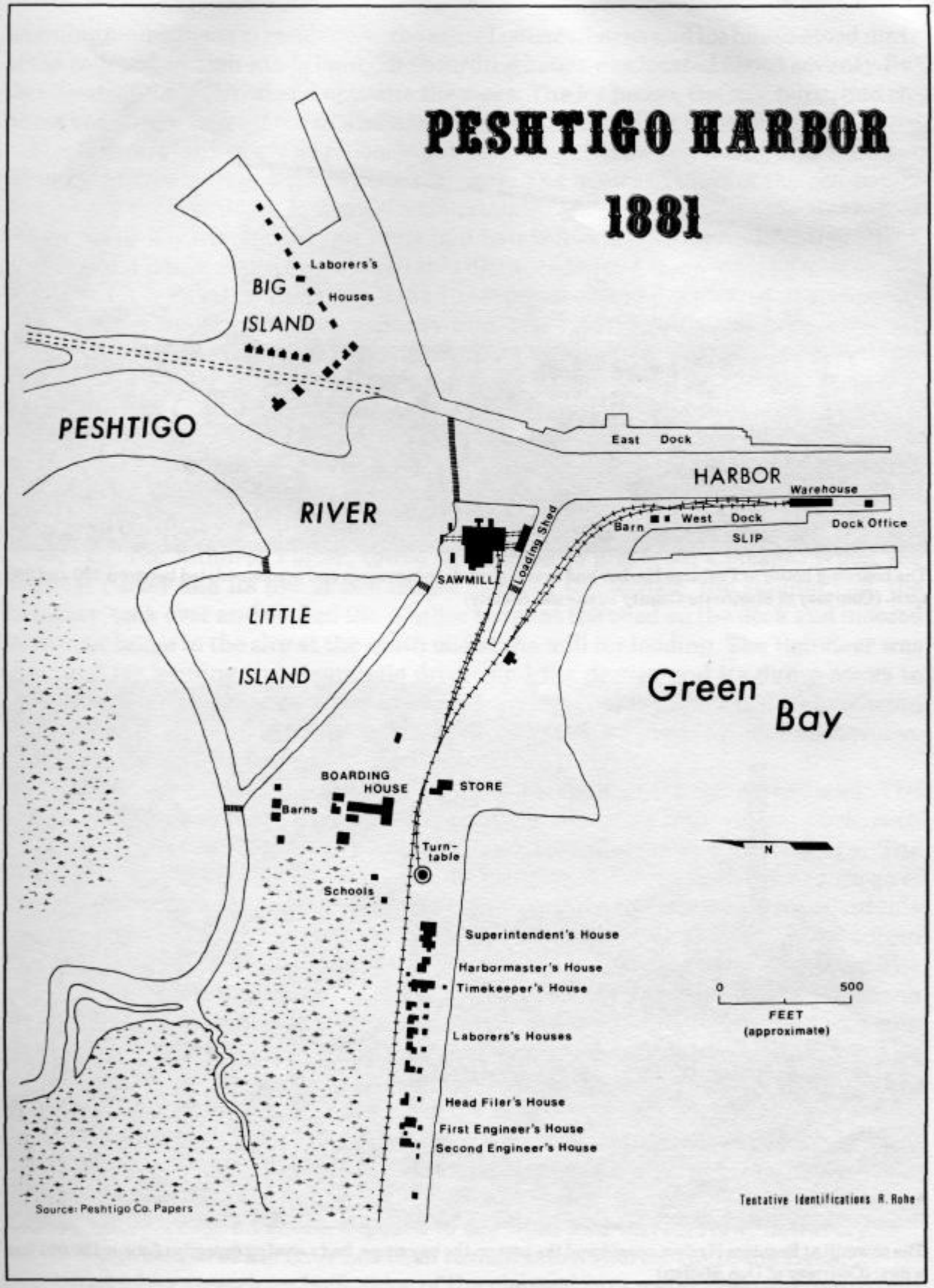
also contracted for the construction of piers, docks and a harbor at the mouth of the river so that during the navigation season vessels of the largest class could enter, discharge, and receive their cargoes without interruption or delay. Local papers reacted with enthusiasm to the plans. "With these improvements, involving a large expenditure, this Company will have the most complete establishment in the West. This is a new feature on the shores of Green Bay, and worthy of imitation at other points."

The company constructed a harbor at the mouth of the river by driving piles into the water and filling the intervening spaces between the piles and the shore with slabs, edgings, and sawdust from the mill. It built two docks, 1500 feet long and 100 feet wide, with a 250 foot channel separating them, to provide a deep and protected harbor for vessels. The north end of these docks started at the mouth of the river and extended out into deep water in the bay. They were known as the east and west docks and consisted of two rows of piling 100 feet apart filled with mill refuse. The method was novel and was adopted by sawmills in general, and by the government in some of its piers and harbors, where such material was readily available. Timbers about four feet above the water line ran the entire length of the dock to secure the piling. The company reinforced the piers with stone they quarried from Government Bluff on the Door Peninsula.

The company planked the west dock to facilitate the handling of lumber. Later, the company built a long shed with open sides in the center of this dock. It covered the railway tracks and protected the men engaged in unloading and reloading lumber from the elements. Here the cars of lumber that had been sawed at the Peshtigo mill would be loaded onto barges for shipment to the company's Chicago yard. On the west side of this dock stood the harbor lighthouse, the dock office, a warehouse and barn. The barn housed the horses used in the switching of the rail cars that went in and out of the shed. The warehouse, located at the lake end of the dock, had a range light located on the peak of its roof. The light guided vessels into the harbor at night. During the navigation season the company employed a night watchman to care for and light the lamps in the lighthouse and to assist vessels docking at night. The Peshtigo Company maintained the light in cooperation with boats using the harbor. The latter furnished the oil and the former operated and maintained the light.

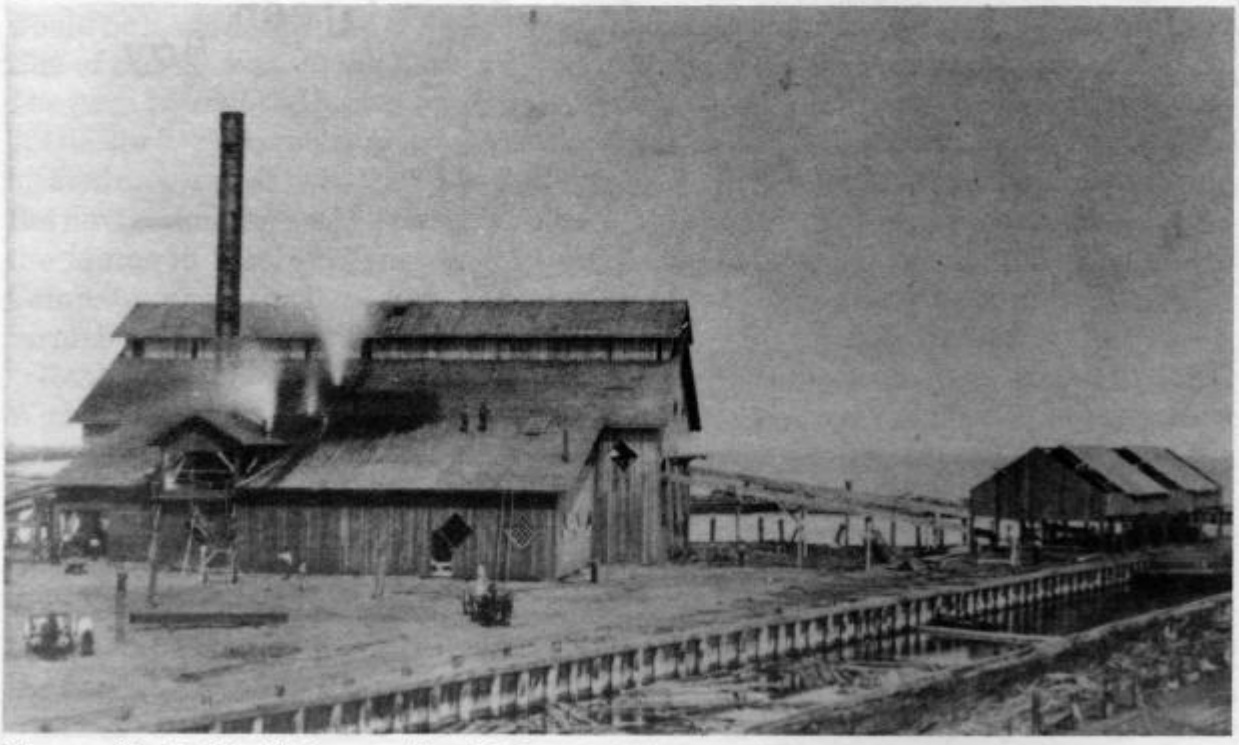
Real development of a village at the mouth of the Peshtigo River began in 1867. Within two years, the company built docks, a sawmill, boarding house, store, school house, blacksmith shop, barns and two residences, one for the superintendent and the other for the harbor master. They purchased or built two tugs, six barges, a dredge, steam pile driver, dump scows and lumber scows, and developed a shipyard at the harbor.

Completion of these facilities was not an easy task. For about two miles from its mouth, the Peshtigo River traverses a large marsh. The only natural high ground at the harbor was a narrow strip of sand beach "of sufficient width for a carriage road" which separated the water of the bay from a marsh. Here the company built the main part of the village, the store, railroad turntable, and various residences. In front of these buildings and about fifty feet north of them were the railroad tracks. The


PESHTIGO HARBOR
1881
Laborers's
BIG
Houses
ISLAND
PESHTIGO
East Dock
HARBOR
Warehouse
RIVER
West Dock
Barn
Dock Office
SLIP
Loading Shed
SAWMILL
LITTLE
ISLAND
Green Bay
BOARDING HOUSE
STORE
Barns
Turn-table
N
Schools
Superintendent's House
Harbormaster's House
Timekeeper's House
0
500
FEET
(approximate)
Laborers's Houses
Head Filer's House
First Engineer's House
Second Engineer's House
Source: Peshtigo Co. Papers
Tentative Identifications R. Rohe



The boarding house at Peshtigo Harbor had over eighty sleeping rooms and accommodated between 200 and 250 men. (Courtesy of Marinette County Historical Society)



The sawmill at Peshtigo Harbor, considered the best on the bay shore, had a sawing capacity of about 180,000 feet a day. (Courtesy of Don Steffen)

boarding house, several residences, the school houses, barns and ice house stood north of the railroad on man-made land. The boarding house was located about seventy-five feet north of the railroad and opposite the store. The ice house, the cow barn, and the horse barn were located north and northwest of the boarding house.

The laborers built their own homes out of lumber, hardware, doors, and windows furnished to them free of cost by the company. The homes of most of the company's employees were built on Big and Little Islands. Most of the men who worked at Peshtigo Harbor lived there, but some mill hands lived on farms on Peshtigo Point, a mile and a half away. They walked this distance twice a day, six days a week.

Initially, the Peshtigo Company had two barges, the Planet of 650,000 feet capacity and the Iowa of 500,000 feet capacity and one tug, the Admiral D. Porter, for transporting lumber to their Chicago yard. In 1868 the company built another barge and within a few years it had two tugs, the Admiral Porter and the Reindeer and four barges, the Advance, Peshtigo, Planet, and Green Bay. The company painted its barges coal black without trimmings of any kind. The tugs towed in pairs of one large and one small barge. The Peshtigo Company was among the first to inaugurate this system of transportation by barges on Lake Michigan. The system proved quite successful and many other lumber companies on the Great Lakes adopted it. The larger tug, the Admiral Porter, towed the barges to and from Chicago. When the Admiral Porter and its tow of two barges reached the harbor, the smaller tug, the Reindeer, took over and docked the smaller barge at the shed on the dock and moored the larger barge in the slip at the south end of the mill for loading. The Reindeer was also used for hauling the steam pile driver and the dredge and its dump scows to wherever the company needed them on the river. The tugs used four foot slabs of wood as fuel. The larger tug had sufficient storage space for more than enough slabs to make a round trip.

In August 1863 the company acquired another locomotive for its railroad. The company used scows to get the locomotive to the harbor. It built the rolling stock, such as flat cars and caboose, in its machine and carpenter shops at Peshtigo. The locomotive was housed in a roundhouse at Peshtigo. After the delivery of a cargo of lumber to the harbor, the locomotive received a train of empties and a turntable pointed it toward Peshtigo for a return trip. The train made two round trips from Peshtigo to the harbor daily, one in the morning and the other in the afternoon. The engine used 16 inch dry slab wood as fuel. A little over a year later a group of railroad officials took the "first pleasure excursion over the road." Since there was only one passenger car about half the group had to ride on a platform car provided with rough lumber benches. By November the company had two engines and a large number of lumber cars employed on the harbor line.

A visiting correspondent of the ***Advocate*** in the fall of 1864 found the extensive improvements at Peshtigo Harbor amazing. Just a year earlier only shallow vessels, drawing not more than three feet of water, could enter the river. Lumber schooners had to anchor a mile off shore, exposed to the wind and waves. Now, however,

> The mouth of the river has been turned into a shorter cut to the Lake; long piers stretch on both sides of the channel into water deep enough

to float the largest vessels; docks are being built; the channel dredged deeper; and a railroad built from the harbor to the mills...We doubt whether there is another instance in the United States, if indeed in the world, where individual energy has done so much, or so boldly lavished capital.

The correspondent concluded that when the Peshtigo Company completed its work during the next year "the harbor at Peshtigo will be equal to that at Chicago." The Peshtigo Company paid for this construction, Congress not assisting as was often done.

Besides its extensive work on the harbor during 1867-1868, the company was busy building a large steam sawmill, described not only as one of the largest but best on the Green Bay shore with "all the modern machinery."

> The new mill will have what is believed to be largest engine in the country – the cylinder being 80 inches in diameter, with 32 inches stroke, and rating some above 100 horse power. It is built by the C. & N. W. Machine Shops in Chicago – of course in these shops, because Mr. Ogden, one of the chief owners of the Peshtigo property, has the utmost faith in his own machine shops; and with good reason. There will be six boilers, 22 feet long and 5 feet diameter. These are included in an engine house on the south side of the mill, from which rises a smoke stack 80 feet high and 5 feet diameter.
>
> The main building of the mill itself is 180x70 feet, and 30 feet high, with a cupola. These particulars are sent to us and the dimensions of an L, forming part of the mill, are so indistinct that we cannot make them out.
>
> The sawing machinery will consist of three gangs, one double circular (one saw above another) two edgers and the accompanying lath mills, cut-off saws, etc., usual in a complete mill. The saws will number nearly 100. The circulars are the new style, with inserted teeth of Stearns and Clark's patent, and the head blocks and carriages are also of that firm's patent.

The company located the mill so that two vessels could load from it at the same time and arranged it so machinery could take lumber from the saw and carry it directly to a vessel, saving much time and expense. One set of rollers ran lumber through the ports and another set carried it to the decks of the waiting vessels.

The ***Gazette*** of August 1, 1868 announced that the mill was running "full blast and making about 100,000 feet of lumber per day" and the company expected to increase the output another 10,000 to 15,000 feet as soon as it broke in the machinery. "Such an immense production of lumber of one mill is probably not equalled in the Northwest unless it be at Clinton, Iowa." The mill was built on the west bank of the river at its natural mouth at the north end of the west dock. The mill rested on a foundation of piling. Clumps of piles solidly capped with heavy squared oak timbers provided a base for its engine and gangs. The boilers were fired with sawdust and dried slabs. A system of conveyors ran throughout the mill and carried the sawdust from under each

saw to the boilers.

By the summer of 1868 the company had completed a "large and splendid boarding house equal to any hotel" for its mill hands about 1000 feet west of the north end of the mill. The boarding house consisted of a L-shaped structure with one section 130x30 feet and two stories high and the other 110x30 feet and three stories high. It had over eighty sleeping rooms and accommodated between 200 and 250 men. It contained a butcher shop with a large refrigerator, a bakery with a large brick oven, a kitchen with three very large stoves and a large iron boiler and a spacious pantry. The staff consisted of a manager, two cooks, two kitchen and dining room girls and two chambermaids. A number of writers described the boarding house as an "absolutely clean and pleasant building" as well built and comfortable as a modern, first class hotel, "having every convenience for the well being of the employees of the Company," "good enough for the most fastidious Swede, German or Frenchman that ever handled slabs."

Later, the company constructed a second or boom boarding house about a half a mile up river from the store that operated only during the sawing season and accommodated about thirty men. As the boom operations employed only a small crew, the staff at this boarding house consisted of just two men, a cook and his helper. The company operated a third boarding house about half way between Peshtigo and the harbor on the north bank of the river at what was known as the Seymour place. Generally a man and his wife ran it. A private boarding house operated on the northeastern end of Little Island. Here men engaged in rafting logs for outside companies boarded.

Opposite and across the street from the main boarding house was the store. For the first several years, it handled only groceries, canned goods, salted meat and tobacco. In later years, the company added some yard goods, overall suits, candies and notions to its stock. The merchandise for the harbor store generally came from the company store at Peshtigo. There were times, however, when it received shipments directly from wholesale houses in Chicago on the company barges.

During its initial development of the harbor, the company established a ship yard on Big Island. Thomas Spear was the first ship carpenter but Robert Lamont replaced him in 1869. Here the Peshtigo Company built and repaired lumber scows, steam dredges, pile drivers, dump scows, and sailing vessels. The company found the local oak, tamarack, and pine excellent for its shipbuilding needs. A crew of thirty-five caulkers and builders, recently from Maine, began construction of a lumber schooner under the direction of Thomas Spear in December 1862. The following May the Peshtigo Company launched the first vessel built at its shipyard "amidst a throng of admiring and we may say almost awe stricken spectators." She was named the "Two Fannys" after two nieces of Wm. B. Ogden. The figurehead was a bust of the two young ladies, "carved in fine style by a leading artist." A correspondent described the Two Fannies as one of the largest schooners on the Great Lakes, capable of carrying 400,000 feet of lumber. Thomas H. Beebee related to the ***Pioneer*** that the company expected to build more such vessels. In fact, he favored building a new one every year. The company built its second vessel, the Peshtigo, in 1863. It far surpassed the Two Fannies "in style of finish, model and workmanship." The ***Advocate***, in fact, doubted

whether any vessel on the Great Lakes could surpass or equal her. The Peshtigo weighed 625 tons and was 160 feet long, with a 12 1/2 feet hold and 23 feet beam. It could carry 400,000 feet of lumber. In 1866 the company began construction of a large propeller with a capacity of 500,000 feet of lumber, "built as strong as wood and iron can make her." The company dismantled its propeller Iowa and used its machinery in the new vessel. The company named the propeller the Boscobel after W. B. Ogden's villa on the Harlem River at High Bridge, N.Y.

By early 1867 Peshtigo Harbor had begun to assume the appearance of a village.

> There are the low flats, with the distant higher outlines of the Bay shore; the few unpretending little houses and shanties which at present constitute the village at "the mouth," and in strange contrast with them the large sexagon shaped building with lofty cupola built by the Peshtigo Co. last season for a boarding house. Then there is the long pier; there are several sail vessels in port and on the Bay, two tugs in motion, the ever active little dredge, and last but not least, the new and beautiful propeller Boscobel, also built there last season. Then there are piles of lumber, busy men and teams, and an incoming and departing train of cars.

Visitors to Peshtigo Harbor invariably were greatly impressed with the company's huge sawmill, lighted throughout by gas, "the most complete and best arranged in this Northern Country." The logs entered one end of the mill and they passed "through almost without interruption, coming out at the other end as sawed lumber, and, in this shape, are loaded into a vessel, ready for transportation to market." The Peshtigo Co. had very complete and efficient arrangements for transferring the lumber to vessels. Slides and rollers carried the lumber directly from the saw to the vessels at the dock and put it on board with the least possible expense, probably saving the company 50 cents per thousand feet of lumber.

During 1869-1870 the Peshtigo Company continued its line of improvements at the harbor. It began to improve the railroad by replacing the old strap iron with T rail. The sawmill, too, received several important additions, including two more boilers, that increased the output of the mill to 150,000-160,000 feet of lumber daily and enabled them to load one barge every three days. At this time the company owned two sailing vessels and three barges and leased another. In 1869 the company purchased a new barge, designated the Peshtigo, from Turner Bros. of Trenton, Michigan that could carry 650,000 feet of lumber.

In the fall of 1869 the Peshtigo Company suffered a major setback – the loss of the Boscobel. It was destroyed by fire on the St. Clair River while transporting railroad iron from Detroit. Apparently the ash pan under the boiler dislodged and cinders from it ignited the wood work. A fireman discovered the blaze about 9:30 a.m. and the captain immediately turned around the boat and beached it along the Canadian shore to keep the flames aft. The fire, however, had gained such headway that efforts to save the boat failed. It burned right down to the water line and was a total loss. Three of the hands were lost – two by drowning and one by suffocation.

In May the company received two new barges, the Alert and Active of 335 and 360

tons respectively. The barges, two masted and bark rigged, were built at Trenton, Michigan. The company now had six barges. The three larger barges had a carrying capacity of 700,000 feet of lumber each. The three smaller barges had a capacity of 350,000 feet of lumber each. The tugs towed the barges in pairs of one large and one small barge. While one pair was at Chicago unloading, another pair was at the harbor loading and the third pair was in transit. During 1871-1872 the Peshtigo Company also made additional improvements in its rail line and rolling stock. In August 1871 the company received a new supply of railroad iron to complete the laying of their track from the woodenware factory to the harbor with T rail instead of strap iron. In 1872 the company purchased a locomotive, formerly used as a passenger engine, from the New York and Harlem Railroad. Christened the "Peshtigo," the engine hauled as many as twenty-three car loads of lumber a day to the harbor. "She is a clipper both as a passenger engine, and as a freight engine" wrote the ***Gazette***. The train, which made two trips a day, carried passengers free of charge in a comfortable caboose. The ride from the harbor to Peshtigo took about a half hour. "As but one train is run, collisions do not often occur, unless it be with a calf or a squirrel."

On the 8th and 9th of October, 1871, northern Wisconsin suffered one of the most disastrous forest fires in recorded history. The inferno centered on Peshtigo and has historically been referred to as the Peshtigo Fire. The fire took the lives of over 1500 people and completely destroyed Peshtigo and several other towns. Peshtigo Harbor, however, completely escaped damage. Following the fire, the harbor mill ran day and night with a full complement of hands to supply survivors of the fire with lumber with which to rebuild. The Chicago Fire occurred the same day as that at Peshtigo and for the next year there was a great demand for lumber. The harbor mill operated more successfully and more efficiently than ever before and surpassed its former record which was superior to that of any other mill of the same capacity in the United States.

The improvements at Peshtigo Harbor continued until the Peshtigo Company had "extensive piers in every direction, large areas of ground, upon which have been erected an immense boarding house, store, a number of private residences, in addition quite an amount of tenements provided for mill laborers, until we now find a little community." Although the mill had never been run to capacity, it had sawed over 350,000 feet of lumber in 12 hours, and some claimed it could turn out 400,000 feet. The company had about 120 men employed in the mill or in disposing of mill refuse, building piers, and filling in lowlands. The loading of barges and shipping of lumber employed another 75 men. In 1873 the Peshtigo Company added a Prescott patent feed works and Emery patent log rollers to its sawmill. Emery's invention enabled the handling of the heaviest logs with comparative ease and soon became widely used in mills throughout the Midwest. The following year Emery completed another of his remarkable inventions – a dummy car or steam handcar driven by a double two horse power engine. Emery intended to use it in going from his residence in Peshtigo to the harbor mill. Dubbed the Rigby, the car made the seven mile trip between Peshtigo and Peshtigo Harbor in twenty-five minutes.

During the fall of 1875 the company began yet another project – the dredging of a large ditch from the bay shore, at a point a mile or two south of the mill, across the

marsh to a slough of the Peshtigo River. The ditch was twenty-eight feet wide and six feet deep and about a mile long. Its object was to drain that part of the marsh south of the river. The company planned to place a large pump, driven by a wind mill, at the bay end of the ditch to pump the water into the bay and drain the marsh. The company thereby expected to drain about 1000 acres of marshland for the cultivation of tame hay. Before winter set in and closed down dredging operations, it had completed about half the ditch. The dredging was expected to be completed the following spring. Ogden, however, died before completion of the project and his successors failed to finish the work.

In 1875 the Peshtigo Company excavated another channel from the mouth of the river partially through some natural sloughs to a point probably three or four miles from the mouth. The new channel was over two miles long, twenty-eight feet wide, and six feet deep. It allowed owners of pinelands up river, who wished to get out their timber and float it down to Green Bay, to do so without interfering with or obstructing the operations of the Peshtigo Company. The company retained use of the main river for its operations, leaving the new channel for the use of outside parties. Besides the dredging of these channels, the Peshtigo Company made other improvements that year. It built six more houses for the accommodation of its workmen. It repaired and put into good shape much of the woodwork in the different railroad tracks at the harbor that had rotted and become unsafe. The company had its pile driver busy driving piles around the docks and repairing the piers wherever needed. Several years of wear and tear had done considerable damage to them. The tug Reindeer had been hauled out of the water to receive a thorough overhauling. Even the sawmill, which had been running nine years with no alteration in machinery and without receiving extensive repairs, had its slab-gang replaced by a circular.

In May 1877 a correspondent of the ***Eagle*** visited Peshtigo Harbor and described the mill as "without a doubt the best on the bay shore," with two large flat gangs and two circulars, besides the edgers, slabbers, splitters, lath, picket and shingle machines and a sawing capacity of probably 180,000 feet of lumber a day. "The docks are overrun with lumber and workmen engaged there, the whole place is perfect life from where the dredge is at work in the big marsh to the end of the dock."

> The Harbor equipments are now quite perfect in docks and wharves, boarding houses, booming facilities, etc., to say nothing of the great mill, which never was in more efficient order, and which every day cuts out a fair-sized shipload of lumber. This is run directly from the saw carriage to the barge, scarcely ever halting an instant on the dock; and two of these barges are generally on the passage, in tow of the steam tug to or from Chicago – Two unloading in Chicago, and two loading at the mill. Thus the barges, which travel in pairs, carrying upward of half a million, are never idle; while the steam tug Clematis, which escorts them forward and back, would seem never to have a chance to cool her heated machinery. It takes her from four to five days to make the round trip; and when the Sturgeon Bay Canal is built, she will only require from two to three.

In 1878 the Peshtigo Company decided on some more dredging to increase logstorage facilities at the harbor. The dredge deepened what was known as the Lost Channel as well as the channel opposite it on the other side of the main river. The dredging more equally divided the flow between the two channels. Their completion allowed logs to be separated further upstream and provided storage capacity of 15,000,000 feet of logs for outside parties as well as the entire season's cut of the Peshtigo Company. The company's dredge completed a canal about two miles long from the main river through the big marsh to the harbor mill in late June. The company used this as a pocket boom and as logs came downstream it ran them in here. This saved a great deal of time as well as the expense involved in sorting them out from other parties' logs farther downstream. Additionally, it did away with the cost of driving new piles and stringing new booms every spring.

During the summer of 1878 the company also completed machinery for transferring lumber directly from the saws to the decks of the barges. There was a barge slip at the south end of the mill. As fast as the lumber was sawed, it was run out of the mill over live rollers and onto a barge for shipment to Chicago. This was a great improvement over the old method of handling lumber. "Not a stick of timber remains on the docks after the train has been gone a few hours. Lumber from the steam mill is loaded directly onto the barges and that from up town is quickly transferred from the cars to the same receptacles."

During the fall the Peshtigo Company commenced construction of a refuse burner large enough to dispose of all the waste material produced by the mill. The company planned to utilize the engine and four boilers from the former woodware factory at Peshtigo to run the machinery connected with the burner. It completed the foundation before winter.

Each fall when the mill closed down, most of the population moved to Peshtigo or to the woods to work in one of the company's logging camps and left the Harbor a "quiet and deserted" place with very little of interest to vary the monotony of every day life. Between forty and fifty families typically wintered at the Harbor but only about twenty single men. Only married men were usually employed at the Harbor in winter and the large boarding house was pretty much empty. Annual repairs on the mill gave employment to enough men to keep the store and post office open. The daily train from Peshtigo, however, usually suspended operations in late November or early December.

In the spring of 1879 dredging again represented a considerable portion of the Peshtigo Company's improvement efforts. The company's dredge deepened and widened the channels between the piers and made a channel, 70 feet wide, 16 feet deep, and a quarter of a mile long, from the mouth of the piers. This improvement enabled larger tugs to enter without any trouble. The company operated a dredge for many years to maintain an 18 foot depth of water in the river and to keep bars from forming at its mouth. Additionally, it dredged out the log canals whenever necessary to retain a sufficient depth for log driving. The company maintained two pile drivers, one steam-operated and built on a scow, the other horse-operated and built on sleighs. The steam driver was used when necessary during the summer to build and repair

docks. The horse-powered driver was used during winter on the ice to drive piles in the river and log channels, and to replace piling that had been pulled out by the ice.

The Peshtigo Company eventually decided that the Admiral Porter didn't have enough power to operate satisfactorily and acquired the tug Livingstone.

> By the courtesy of Capt. Nickolson, we were shown through the Company's tug W. Livingstone, Jr., purchased last fall. All of the good words spoken by the press of this craft are deserved. She is fitted up from stem to stern, inside and out, in a thoroughly substantial and elegant manner. The Captain's cabin is one of the neatest and best arranged ones afloat on the lakes, a spare room for guests is both comfortable and roomy, while the cabins of the other officers and the quarters for the men are all that can be desired. The cabins are heated by steam pipes, and supplied with marble stands, and water. The dining cabin is provided with all the necessaries, and the steward's quarters and cook's galley are as conveniently arranged as it is possible to make them. The machinery is kept as bright and clean as a ladies parlor. The hull is beautifully modelled and shows lines that indicate both speed and sea worthiness. The Livingstone will make fifteen miles an hour without much effort, and will tow her barges, loaded with 1,000,000 feet of lumber, 10 miles an hour if necessary.

In October 1880 while returning from Chicago with two barges, the Livingstone foundered off Cana Island northeast of Baileys Harbor and sank in forty-two fathoms of water. The main shaft broke which caused the wheel to drop off and opened a 14 inch hole which water poured through. After about three hours, the crew abandoned their futile attempts to save the tug and made their way to the barges where they waited until the propeller Favorite came along and towed the vessels to Sturgeon Bay where the tug N. H. Martin took charge of the barges and towed them to Peshtigo Harbor.

The Peshtigo Company chartered the tug Sweepstakes of Detroit to do its towing between Peshtigo and Chicago from the opening of navigation until completion of the company's new tug or about early June. The new tug was the largest craft of its type on the Great Lakes – length of keel, 150 feet; length overall, 162 feet, breadth of beam, 28 feet; depth of hold, 12 1/2 feet; weight 450 tons and cost between $45,000-$50,000 to construct. Initially the Peshtigo Company intended to name the tug the Wm. B. Ogden in honor of the deceased president of the company. Instead, it chose the name Boscobel. In early June nearly 5,000 people attended the launching of the Boscobel at Chicago. The new tug was dressed out in a full set of colors. Forward was the Union Jack, beneath it the private signal of the Peshtigo Company, the letter P in a diamond, and aft the Stars and Stripes. As she slid down the ways, a burgee and streamer unfurled in the breeze and displayed the name, Boscobel. The tug contained a fine pilot house, full cabins, aft; officer quarters, a large saloon and dining room, above deck; and hands quarters below deck.

The spring of 1880 saw even more activity than usual at the Harbor with many improvements and repairs being made. High water that year had washed down huge

quantities of sawdust that had been accumulating in the river for ten years. The company had to dredge the harbor to keep it navigable. It repaired the draw of the harbor bridge and made improvements in the lighthouse, company office, and the boarding house. The mill, too, received its quota of improvements and repairs. The boilers were lengthened from twenty to twenty-eight feet; a new upright engine, belting, sawdust conveyer, and, of special note, a new gang, one of Prescott's oscillating gangs, were added. These improvements cost about $20,000. The company also expected to finish construction of its refuse burner.

Lumber companies commonly disposed of their mill refuse, such as sawdust, edgings, and slabs, by dumping it in nearby streams, filling in lowlands, and using it to pave streets and roads. Up to 1881 the Peshtigo Company utilized all these methods of refuse disposal, especially for filling in lowlands. After filling in enough of the marsh to provide sufficient solid ground for its operations, the company had to find another way to dispose of its mill waste. During the summer of 1881, the company finally completed a refuse burner for this purpose. The refuse burner consisted of wrought iron plates with an interior lining of fire brick. It was the largest anywhere on the bay shore, 40 feet in diameter and 90 feet high, and formed a landmark that could be seen for miles from the bay. Its construction entailed considerable material and labor. It took 475 piles, 85,000 nine-inch bricks, 34 tons of scrap iron, 25 tons of cast iron, 85 barrels of fire clay and over 20 men three months or nearly 2,000 days' labor to complete it. The cost probably exceeded $10,000.

During 1881 the Peshtigo Company cleared out and deepened its log channel, dredged out the west slip, and repaired and planked the dock so that a supply of slabs could be piled on it for the tugs. The continuing efforts of the Peshtigo Company produced "a magnificent harbor 200 feet wide, with piers extending into the bay." Vessels drawing fourteen feet of water were able to enter it in almost any weather and take on cargoes of lumber "with the greatest economy of time and labor." The company spent something like $100,000 in its construction.

At this time, the Peshtigo Company possessed six barges (the Peshtigo, Active, Mantinee, Advance, Noquebay and Alert) besides the powerful tug, Boscobel. Three of these barges had a carrying capacity of 350,000 feet. The barges were fully equipped with anchors, chains, masts, and sails, and carried a crew. During the season, the tug towed two barges, a large and a small one, at a time. It made two trips each week and carried about 8,000,000 feet of lumber per month to market.

Before 1881 the Peshtigo Company sometimes experienced much "trouble, delay and expense" in keeping the docks at the harbor clear because of the inability of the tugs towing the barges to make good time. That all changed, however, when the company acquired the Boscobel. Instead of the lumber accumulating, the mills were pushed to their capacity to keep the barges going. Sometimes, in fact, the Boscobel was detained for several hours to obtain a full load to tow. The Boscobel made ten round trips in thirty days, averaging 1,000,000 feet of lumber per trip. General Strong, president of the Peshtigo Company, expected the Boscobel to save the company about $25,000 a year.

Peshtigo Harbor had a slow but steady growth and when a correspondent of the

North Star visited it in 1883 he remarked "This little village although somewhat remote is a place of no small importance during the summer season. It contains a population of nearly five hundred persons. About sixty families reside here in connection with the mill and a large amount of business is transacted." The mill at this time contained two circulars, two gangs, two single and two gang lath machines, a shingle machine, one of Prescott's steam feeds, fire burner and all the latest improvements for mill work. The cut averaged about 200,000 per day and the mill employed over two hundred men. Visitors often commented on how efficiently and smoothly the operations went at the harbor. A fairly typical description went as follows.

> Matters at the harbor are reported to be running smoothly. The big steam mill has been, and is now, cutting its large daily and weekly average of lumber in good shape and with nothing more than ordinary exertion on the part of the employees. The barges, with their lumber freights, come and go, to and from Chicago, with the regularity of clock work, and the whole immense business is conducted with scarcely a perceptible jar at any time. The company has long been noted for having an admirable system of operation.

Despite this characterization, the Peshtigo Company continued its efforts to streamline its operations. The Boscobel averaged twenty-five hours or less from Chicago and was one of the fastest steamers on the lakes. Yet during the winter of 1885, the company rearranged the Boscobel to make better time and overhauled and repaired the barges. The Boscobel consumed an enormous amount of slabs in its towing operations. It used about ninety cords of slabs on a round trip to Chicago. Up to mid October the vessels had already used 2,500 cords of slab wood, all of which were brought down from the village on flat cars. These slabs, if piled in a row four feet high, would have reached over half way from the village to the harbor. In late October the Boscobel completed its 50th continuous trip for the season, an unprecedented event in the history of that steamer and of the Peshtigo Company's towing line. Not a thousand feet of lumber was piled at the harbor that season and the tug did not experience even an hour's delay for either loading or repairs. The Boscobel continued its impressive record in succeeding years. During 1888 it made 55 trips to Chicago and its arrival and departure times were nearly as regular and uniform as the steamers of the Goodrich line. The Boscobel consumed about 5,000 cords of slabs during the season. In 1889 the Peshtigo Company added another vessel to its already extensive barge line. The ***Eagle*** described it in some detail.

> She is called the "Peshtigo," is admirably modeled, has a large carrying capacity, sits like a duck on the water and when you say that she is built strong you scarcely convey the idea. Her cabins are fitted up with an eye to comfort and at the same time a look through them gives one an idea of elegance. Her lines are symmetrical and at the first glance you think clipper and wonder where her big load will be put. On going on board and viewing her mammoth proportions you will be convinced of her carrying capacity. She reflects credit on the Milwaukee Ship

Building Company and is also an evidence of the Peshtigo Company's judgment in placing some of their loose change in such a vessel.

In June 1891 fire destroyed the building that housed the locomotive. The building contained barrels of oil which created a very hot fire – one almost impossible to extinguish. The fire department and the company's machine shop each had a stream of water on the fire but all they could do was to prevent the fire from spreading to adjacent buildings. The building was entirely consumed and the engine ruined. The engine had seen forty years' service, twenty of them on the harbor line. After the fire, teams drew the train to the harbor for a short time. Nine horse teams each drawing two cars of lumber made "good time as successfully and regularly seemingly as was done by the steam engine." In reality horse power proved too slow. In late June the company began rebuilding the engine house and secured a new, more powerful locomotive.

Peshtigo Harbor probably reached its peak about 1890, that year the census gave it a population of 600 and the ***Eagle*** described it as "a place of no small importance." Its importance, however, soon faded. Less than two years later, Isaac Stephenson and D. L. Wells, Jr. acquired the Peshtigo Company. The new owners expected to run the harbor mill one more season and thereafter manufacture all their lumber at the Peshtigo mill and ship it mostly by rail. In January 1895, it traded its tug, the Boscobel, and five tow barges, the Advance, Active, Alert, Mantinee and Noquebay, to F. W. Wheeler and Co. of Bay City, MI., for a new steambarge worth $75,000. The Peshtigo Company retained one barge, the Peshtigo, to be used with the new steambarge. The total capacity of these two vessels was nearly 2,000,000 feet of lumber.

While the mill at the harbor operated for several years after the sale of the Peshtigo Company, it did so at a much reduced rate. During 1894-1895, for example, the company ran only half of the mill, the gang, circular, and shingle mill, and produced but 10,000,000 to 15,000,000 feet of lumber. These reduced operations employed only about seventy-five men. The population of the village had dropped to some 400. In the late fall of 1895, lumber trade journals and local newspapers announced the closing of the mill at Peshtigo Harbor and signalled the death knell for the Harbor. The lumber cut at Peshtigo was piled there and shipped by rail to market. This, of course, meant growth and prosperity for Peshtigo, as it added greatly to its population and business enterprises. "That a bright future exists for that village is evident to all who have an insight into the present and prospects to come." It meant just the opposite for Peshtigo Harbor. The inhabitants of Peshtigo Harbor, except for a few men engaged in commercial fishing, had depended on the mill for a livelihood. Abandonment of the mill forced most of the residents to seek work elsewhere.

The ***Eagle*** reported in May 1896 that most of the families had already moved away and one of its correspondents, who visited the harbor in the fall of 1897, wrote that only between four and six men, who worked on the river or car ferry docks, and their families still lived at Peshtigo Harbor. The north side of the river had almost been stripped of buildings and those that remained he described as desolate, tumbled down and uncared for. He expected that within a year or so not a single house would be left

of the dozens that once stood there. The sawmill at the harbor stood until 1903 when Paul Kinney of Marinette purchased it, tore it down, and sold it for lumber. That year the ***Eagle Star*** commented that not much of the old importance of the harbor remained and it presented a very lonely appearance to the visitor.

While the end of the mill operations of the Peshtigo Company there meant the end of the village of Peshtigo Harbor, it did not mean the end of all activity there. Peshtigo Harbor soon became an important railway transfer point. John Bagley, John N. Faithorn and associates organized the Wisconsin and Michigan Railway as part of a railroad car ferry transportation system to connect the iron mines and timber lands of Upper Michigan and Chicago markets. They incorporated the W. and M. on October 26, 1893, to build a 51-mile line northward from Marinette-Menominee to a connection with the Soo Line. Unable to secure adequate dock frontage in Marinette-Menominee for its projected car ferry line, the W. and M. built a line south to Peshtigo, and secured an option on the harbor railroad of the Peshtigo Company.

The W. and M. intended to run a system of car ferries to Chicago and during 1895 Faithorn formed the Lake Michigan Car Ferry Transportation Company as a subsidiary of the W. and M. and laid plans for the construction of transfer docks at Peshtigo Harbor. In April the W. and M. closed the option for the purchase of the Peshtigo Company's rail line for $50,000. The company expected to spend another $50,000-$60,000 at the harbor to enable its use as a car ferry transfer point. Almost immediately the company put a large crew at work connecting the W. and M. line with the harbor line. The connection was completed in late May. On hand for the driving of the final spike were several officials of the W. and M. Railroad as well as some of the leading citizens of Peshtigo.

With the connection of the Peshtigo Road and the Wisconsin and Michigan Railway complete, work began on the transfer slip at Peshtigo Harbor including construction of a dock similar to the one at Ann Arbor and a number of side tracks for the better handling of cars. During the summer the W. and M. pushed work at the harbor as fast as weather would permit; it kept a dredge and two pile drivers in almost constant operation. The harbor track had to be put in shape for more extensive service. During late summer and early fall, three crews relaid the harbor track with new ties and iron and put in a new spur to the recently completed dock. The spur left the main line at the company's store and took a direct route to the dock. The W. and M. sent three or four trains daily to the Harbor to provide ballast.

The local newspapers reported a brisk trade at the harbor during the late 1890s. At times 40 to 50 cars were at the harbor waiting to be loaded and in late August 1897 100 cars were taken to the harbor in a single day. The greater part of the shipments was lumber, paper, and logs. Despite the grandiose plans of the railroad's developers, the W. and M. remained principally a logging railroad. By the turn of the century, its shipments consisted primarily of solid trainloads of logs for the Peshtigo, Marinette and Menominee mills.

In October 1900, Chicago capitalist John R. Walsh, founder of the Southern Indiana, Chicago Terminal Transfer, and Chicago Southern railroads, purchased a controlling interest in the W. and M. Railway. He immediately began upgrading and

re-equipping the railroad. Walsh, however, over-extended himself and in December 1905 his railroad and banking empire collapsed. Subsequently Walsh received a five year sentence in Leavenworth Prison for loaning himself millions of dollars from his Chicago National Bank to develop his various railroads. The Wisconsin and Michigan Railway became tax delinquent; John Marsch, a railroad contractor, bought over $900,000 worth of W. and M. first mortgage bonds and became a director of the railway. Almost immediately he closed the railroad's Lake Michigan Car Ferry Transportation Company operation between Peshtigo Harbor and South Chicago. Crews tore up the Peshtigo Harbor line in 1918.

Today there is hardly a sign of the great activity that once gave life to Peshtigo Harbor, "sand as fine as sugar has erased all traces of the people who worked along the bayshore." The docks have practically disappeared, and the only remains which would indicate that they had been there are some piles and posts which have escaped removal and decay. The big boarding house, the mill, the schools and houses have all been erased by time. Hopefully, however, this paper will help preserve some of the history of Peshtigo Harbor.



A few pilings and rock fill are all that remain of the west dock at Peshtigo. (Author)

The Marinette County Forest: 1933 - 1988

By Arlan Wooden

At one time, Marinette County was covered with magnificent stands of white and red pine, hemlock and hardwoods on the highlands, and cedar, spruce, balsam fir and tamarack on its lowlands. These forests provided raw material for a thriving lumber industry from the late 1800s to about 1910.

Early land settlement conformed to the expected pattern of the "plow following the axe." The early settlers included lumberjacks of the day and emigrants. It turned out that this early settlement was on fairly good land in the southern part of the county where the land was logged off first. Agriculture prospered for the settlers could sell their products to the nearby thriving lumber towns farther to the north, and to the growing cities in the Fox River Valley.

At the close of the logging era, there were vast areas of cutover lands in the northern two-thirds of the county, unprotected against fire. These lands were held principally for the purpose of land settlement. World War I produced such high land values in the corn belt that it stimulated a great movement of corn belt farmers into Marinette County. These people were happily met by land speculators, salesmen and anyone else who had land to sell.

As the land was developed, little thought was given to the quality of the soil, nearness to markets, roads, schools and other governmental functions. People felt these would come as the land was settled and the frontier was pushed back. The great moving spirit in Marinette County was to sell the land, bring in farmers and promote any activity in which agriculture had a part.

As long as agricultural prices remained high, new settlers continued to flock to the country. Fires were often allowed to burn because it helped clear the land or make a better crop of blueberries. There didn't appear to be much interest in maintaining a forest cover, even on the roughest terrain that would never be used for agriculture.

Obviously, this prosperity couldn't last forever and a drop in agricultural prices occurred in 1920 and 1921. During this period a unique situation developed in agriculture which had never been experienced in Wisconsin. For the first time in its history, Wisconsin experienced a severe decline in land values. Owners of fully developed farms struggled to carry on. Others, because of a lack of roads, quality of soil, poor management, isolation, or for other reasons, abandoned their farms.

At the same time, wild lands became a drug on the market. There was a tremendous decrease in demand for cut-over lands. Land companies, lumber companies with land holdings, land agents and land speculators held on for a time but gradually they went out of business.

The new settlers, with suddenly decreased income, had difficulty paying operating costs. Individual losses became severe. As land contracts and mortgages became due, many settlers became so discouraged that they simply moved off. Farm abandonment became a widespread problem. In addition, bankrupt land companies, land speculators, and absentee landowners ceased to pay taxes. Land abandonment and tax

delinquency became an acute problem. By 1924, farm abandonment was greatest in the sparsely settled areas. For example, in 1928, of the 521 abandoned farms in the county, over half (288) were in the four towns of Stephenson, Wausaukee, Amberg and Athelstane.

Marinette County recognized this problem and, consequently, took tax deeds on the property as soon as it was abandoned. This action prevented further tax levies on land which for all practical purposes had no owner anyway and it gave a more accurate and realistic tax base for planning the county budget.

A vicious cycle developed. Land was coming into county ownership from which there was no revenue. Also, the county expenses could not immediately be reduced so the remaining landowners had to pay higher taxes. This, in turn, forced more delinquency.

Not only were individual losses severe, but communities were stricken to such an extent that counties found themselves in a serious situation. Let me provide a few examples.

By 1927, Marinette County dropped from 23rd to 46th place in equalized valuation among the counties in the state. Its relative decline was one of the highest in northern Wisconsin.

The tax rate increased significantly. In 1915, Marinette County had an average tax rate of 23.3 mills. By 1928, the average rate was 39 mills. This rate was the third highest in the state and was in no small degree responsible for the rapid rise in tax delinquency. In fact, the rate in some towns was as high as 70 mills.

In 1928, $45,000 was levied for the county highway purposes and divided equally among the towns. Of the 18 towns, six failed to pay any part of their assessment. Since the entire $45,000 was spent, the tax-paying part of the county had to pay the entire county road building costs.

School costs provides another example. Due to farm abandonment, enrollment in rural schools declined. By the 1927-1928 school year, over one-third of all the schools in the county had an enrollment of less that 15 pupils. There were several schools with only 2-3 pupils. As a result, the average cost per pupil tended to be high. The average cost per pupil per year for Marinette County was $92.35, while the average for the state at large was $67.31. This was nearly 40 percent above the state average.

To complicate the situation even more, government itself continued to grow. While many towns and villages struggled to survive, additional towns and villages were created without reference to their resources for maintaining a separate government.

In 1900, Marinette County had a population of almost 31,000 and at that time there were only eight units of town government in addition to the City of Marinette. In 1920, the population had grown to 39,000, an increase of only 8,000, while 13 additional town and village governmental units had been created. Unfortunately, in many cases, the cost of maintaining a town with its road and schools was often out of proportion to its assessed valuation.

All of these factors contributed to an increase in taxes and led to further land abandonment. How would Marinette County stop the tax delinquency cycle that had developed? How would the county prevent the remaining land owners from losing

their land?

In 1928, Marinette County formed what was called the Farm and Forest Land Survey Committee to study this problem. This committee, working with the College of Agriculture of the University of Wisconsin assembled a clear and objective report of the problem which was published in 1929 and was called "Making The Most of Marinette County Land."

In this report the committee recognized that timber interests were still very important to the county. At the time of the report the original forests had been cut and less than two percent of the county was in merchantable timber. Despite this, the wood-using industries of the county still produced three-fourths of the county's manufactured products. It was estimated that one-third of the population was directly dependent upon some wood-using industry. The report also recognized that forestry was a more suitable pursuit on many of the soils than was farming.

As a result of the recommendations of this report, Marinette County undertook the establishment of county forest reserves. In 1930, Marinette County entered 14,003 acres under the new Wisconsin Forest Crop Law. While lands continued to be entered into the forest Crop Law, it was not until 1933 that the county officially established the county forest.

Next came the task of rebuilding the forest. Clear cut logging from the past left a heavy accumulation of slash which was usually followed by fire. These fires prevented much of the potential natural reforestation. Shortly before the establishment of the county forest, the state started a fire protection program. While this program allowed much of the land to restock naturally, a lot of land stilled needed to be planted.

The first planting was done in 1933 with 550,000 trees being planted. The largest planting program occurred in 1940 when 4,107,071 seedlings were planted. Marinette County now has approximately 13,500 acres of plantation established.

Since the initial entry of 14,003 acres in 1930, the county forest has continued to grow. The county tried to enter lands into the program with the idea of consolidating their holdings within the forest boundaries. Not only were tax acquired lands entered into the program but the county also purchased tracts when prices were favorable. Many very nice parcels were acquired in this manner including land that now constitutes McClintock Park and Veteran's Memorial Park.

In addition, the county also traded or exchanged lands with individuals, companies or municipalities who had lands within the county forest boundaries for county owned lands available for settlement. Trades were made with the State Conservation Commission and the Sawyer Goodman Lumber Company. This latter trade included the land at Strongs Falls on the Peshtigo River where Goodman Park is now located. Trades were also arranged with individuals not only for consolidation but, also, to remove small groups or families from remote areas where the expense of government was very high.

From the initial entry of 14,003 acres in 1930, the county forest has since grown to over 227,000 acres today.

Early in its history, the county forest was fortunate to be used as a location for public works projects. Two CCC camps and a WPA work force did a considerable amount of

work in helping to rebuild the forest. The hundreds of men who worked in these programs planted, literally, millions of trees. They were also responsible for building all or a portion of Goodman Park, McClintock Park, and many of the buildings at the Camp Bird Youth Center.

Marinette County originally established its forest to provide a continuous crop of timber for the benefit of the county, its people and its industries. Because of the conditions of the forest at the start of the program, timber sales and timber sales income was slow to start.

The first timber sale was in 1940. It included 454 cords of aspen at $1.03 per cord for a total value of $467. It took 20 years, until 1960, to make our first million dollars and another 10 years, until 1970, to make our second million. Since the start of the program Marinette County has grossed over $13,000,000 with over $8,500,000 in the last ten years alone. The most income for a single year occurred in 1986 when the county grossed $1,071,506. Marinette County is now enjoying the fruits of the labor and planning that went into the establishment and development of the county forest.

The amount of wood that has been cut from the forest in the last 55 years has been tremendous. Nearly 2,000,000 cords of wood have been removed. That's enough wood when piled four feet high and eight feet wide to stretch from Marinette to Salt Lake City.

Recreational use of the county forest has grown enormously. It is estimated that there is between 150,000 and 200,000 recreational visits yearly (person days/year). Thanks to the foresight of the early planners and developers of the county forest, Marinette County has one of the best county park systems in the state that continues to be excellently maintained. The county provides 104 campground units at five different parks, picnic facilities, swimming beaches, nearly 300 miles of snowmobile trails, 135 miles of ATV trails, 20 miles of nordic ski trails, 30 miles of hunter/walking trails, numerous boat landings, waysides and other facilities.

Marinette County also manages a well known youth center known as Camp Bird located on Sand Lake in the Town of Stephenson. This camp is available only to organized youth groups and can accommodate up to 230 campers. This camp is very popular with school groups in Marinette County, 4-H groups, church groups and the like. The camp boasts twenty-nine buildings including the main dining hall, recreation hall, campers' cabins, leaders' cabins, classroom buildings, infirmary, workshop, caretaker's house and others. Last year, 2500-3000 youths used the camp from spring to fall.

In closing, let me mention that the progress made by Marinette County in developing its forest is largely the result of four factors:

1. State legislation which provided funds for support of the local government while forest resources were being restored.
2. The DNR provided protection against fire and assistance in management and growing of planting stock.
3. Early in the program, the University of Wisconsin Extension provided guidelines in planning.
4. The county board provided additional funds as well as the office and fields staffs to do the necessary work.

The value of the county forest to the people of Marinette County and the State of Wisconsin cannot be overstated. It provides economic benefits, jobs, recreational opportunities, and spiritual values to thousands of people every year. We are indebted to a lot of people who worked very hard to establish and develop the county forest throughout the years. The county forest has been in existence for 55 years. Hopefully we can carry on the tradition for another 55 years.



A typical 19th century logging crew in the Menominee River pinery. (Courtesy of Marinette County Historical Society)

Toeing the Line and The Woodshed Sawmill

by W. G. Youngquist

The two stories presented here are from a volume of unpublished recollections called "You See It Was This Way." These are recollections of growing up in the "Center of The World," near Westboro, a logging and lumbering town in north central Wisconsin. In retrospect, I can now place my World in its proper historical setting.

It was a time of great activity on a newly opened frontier. There was money to be made by working in the logging camps, the mills, and on the railroad. The magnificent stands of white pine had been cut and the lumber shipped to a hungry market. The harvesting of the hemlocks and the hardwoods was at its height. There were jobs for everyone who wanted to work.

The workers came from Norway, Sweden, Finland, Czechoslovakia, Poland, Italy, Canada, and an area called Down East. Most of them brought their families. Many of them could not speak English, but all of them, men, women, and children, understood hard work. They worked at their assigned tasks, at learning English, and at becoming American.

All was not work, however. There was much to talk about in this new land, and there were stories to be told. When someone had something important to say about a past event, the listeners would be alerted by a provocative, "You see, it was this way." These magic words, often spoken in broken English, demanded attention. Here are two stories. You see it was this way.

Prior to World War I, the Soo Line Railroad in Westboro purchased tie length logs from settlers and small time loggers. This was a source of ready cash for settlers who lived on cutover lands in the area. The logs were stored uptown in piles near the railroad depot. The railroad hired a hewer to make finished ties as they were needed. The tie hewer was an expert at his trade and my brother Erik and I spent many hours watching him work. We never knew his name. To us he was the tie maker.

He used two short notched logs as cradles to hold the tie log he was working on. The cradle logs were half buried in the ground and were placed perpendicular to the tie log. He balanced himself on the tie log with both feet in line and swung his huge broadax. He first made shallow angled cuts to imaginary lines on each side of the log. These lines marked the two flat faces of the finished tie. We had watched other hewers use a chalk line to mark the faces. Our hewer did it all by eye.

His broadax was larger than any we had ever seen before. Dad said the he thought that a blacksmith had made it to order for him. It appeared to us that the cutting edge was about a foot in length.

After he had finished the angled cuts, he began hewing the flat faces. He always started at the small end of the log, took full swings, and did not rest until he reached the other end. Usually each swing produced one flying chip. After a short rest he turned and hewed the other face. Then he kicked away some of the chips, dragged the completed tie to a pile, placed a new log in the cradles, and repeated the process.

To us each tie was perfect. Each had truly flat faces and parallel sides. We never saw

him touch up any uneven places.

After hewing a few ties, he would sit down and sharpen his ax with a whetstone that he carried in his back pocket. He lubricated the stone with ample supplies of tobacco juice which he spit out at regular intervals. Evidently the strong juice softened the hard steel making it easy to restore the perfect cutting edge. He tested the sharpness by running his calloused thumb over the edge. He always took two more strokes with the stone after the edge was perfect.

It was not the obvious skill of the hewer that fascinated us. It was the fact that he hewed ties while barefoot. His boots or rubber packs and socks were always neatly placed side by side on a nearby log when he worked. In cold weather he wore only socks on his feet. Each swing of the broadax missed his toes by an inch or less. Sometimes Erik and I would line up with the length of the tie so we could better observe the near misses. He seemed to clutch the rounded tie log with his toes. Surprisingly, he had five toes on each foot. Perhaps early in his career he had ruined a fine boot and the memory of that disaster was still fresh in his mind. Perhaps he had more confidence in Dr. McClure's ability to repair a cut foot than he did in Mr. Buckmiller's skill in repairing a cut boot.

On occasion our tie maker would lean his ax against a log, put on his socks and boots, and walk up to the nearby saloon. Presumably he had earned enough for a beer or two. Erik and I watched particularly closely when he returned to work after these excursions. We noticed no difference in his work performance.

Our tie maker sometimes greeted us with a simple "hello" but usually he did not talk to us or even appear to notice our presence. I am quite certain that he thought that we were trying to learn his trade.

I have often wondered how Erik and I would have reacted if our tie maker had miscued and lost a toe or two. Would we have helped him look in the piles of chips for his missing toes? Most likely we would have run home to report the accident. Perhaps we would have run to the depot agent or saloon keeper for help. Fortunately we were never tested.

Our tie maker and his huge broadax disappeared from the scene at about the time the railroad began to use sawn ties. These seemingly unrelated events may actually been related in some strange way.

Behind our woodshed lay a metal shaft with a circular saw attached to one end and a leather–covered wood pulley on the other. That unit obviously once had been a part of a saw-rig for cutting firewood. Its presence created a challenge. One day Erik and I decided to make use of it to build our own sawmill. We had often watched the big sawmill in operation and marveled at the ease and speed of the sawing operation. We decided to build the sawmill in the woodshed so that we could operate even if the weather turned bad. This necessitated moving some of our dry wood outside. Dad had given us permission to do so. I think he knew our sawmill would have a limited run.

We dug holes in the earth floor and erected two posts the proper distance apart. We sawed notches in the posts and rounded the bottoms of the notches with a rasp. Dad helped us place the shaft in the bearing notches. Dad also helped us build the crank for turning the saw. The crank was made of two pieces of wood that were securely

bolted to the pulley. A protruding, large iron bolt served as the crank handle. We also mounted planks on each side of the saw blade as a saw table. Erik sharpened the saw with a file, and I greased the bearings with lard. We were ready for our first production run.

Ours was a two-man operation, one to turn the crank, the other to feed the saw and be in general charge of everything else. I turned the crank on the first run. Erik impressed on me the importance of turning the crank at high speed and to maintain that speed until the full cut had been completed. When I had reached my maximum output, Erik shoved the hardwood board into the saw. The saw blade, the shaft, the pulley, and the crank stopped instantly, but I did not. I lurched forward and struck the crank handle with my chest. It was a painful blow. When I recovered somewhat, Erik explained that I had not turned the blade fast enough and long enough. I had a simple solution to that problem.

When Erik reached his maximum output, I shoved the same board into the saw with some force. The results were the same except that Erik had learned from my experience and avoided the crank handle. The board had only a small nick where it had been hit by one sawtooth. It was obvious that we could not saw hardwood.

We then tried white pine and thinner and thinner boards without success. We had partial success with cedar shingles. By starting at the thin end we could saw about one half of the shingle before we ran out of power. The saw did not make a clean cut, but it had the sound of progress.

We finally found something we could cut. It was carrots from our garden. By nailing a carrot lengthwise on a board with proper overhang, we found we could saw the full length of the carrot. Instead of sawdust we produced carrot-mush. We also made a jig that made it possible to saw crosswise slices. Before our mill reached full production, mother put an end to the operation. She said simply, "You're using up our winter supply of carrots." We shut down our operation due to a lack of raw material. That was a fate that would overtake the big mill across the pond in a few short years.

Dad did not seem to be particularly upset when we asked him to help us dismantle the mill. He carried the saw and shaft back to its usual place behind the woodshed. Erik and I removed the remainder of the frame and threw the dry wood back into the shed, then piled it in neat piles.

It was fortunate we did not get injured in operating our mill. We had no safety guards; we carried no insurance. I am sure that human flesh would have been an additional ready source of raw material.

A few weeks after we abandoned the woodshed sawmill project, Erik made a proposal to mother. He suggested we place her foot-treadle sewing machine near the back wall, cut a hole in the wall, place a belt on the sewing machine with the other end of the belt on a saw-rig out in the yard. Thus Erik and I could saw firewood whenever mother sewed. Almost before Erik had finished speaking, mother made her reply, "You are not going to cut a hole in a wall that does not belong to us." Evidently mother did not object to furnishing the motive power to our saw-rig. Nor did she object to having to coordinate the sewing with the sawing. Her objection was solely to cutting a hole in someone else's wall.

When she had finished her statement, she folded her arms and looked directly at Erik to make sure he understood her decision was final. Then as she began to realize how preposterous and ridiculous the proposal was, she began to laugh, and we all enjoyed a good laugh. We enjoyed another good laugh at the supper table that night while mother explained the proposal to dad. That was a joke dad could fully appreciate.



This turn of the century view of a Marinette County logging camp shows the large draft horses typical of logging operations of that date. (Courtesy of Marinette County Historical Society)

Salvaging Deadheads on the Menominee River

by Peter Webber

The earliest lumbermen noticed that there was a difference between the number of logs which were started on a drive and that which reached the booms. They named this peculiar, but inexorable, attrition "shrinkage." A significant portion of this "shrinkage" involved logs that became water-logged and sank. Logs cut from different types of trees possessed varying degrees of floatability. Pine had the greatest buoyancy. Cork pine, a variety of white pine, had the best buoyancy of all. Other species floated less easily. While sunken pine logs became waterlogged, they did not rot as long as they were not exposed to the air. Many of the sunken logs were later salvaged and one of the last activities of the boom companies was the raising of deadheads.

After thirty years of operation, the Menomonee River Boom Company knew that a large number of logs had "deadheaded" and were lying either on the bottom of the river or were partly submerged. These deadheads represented a considerable loss to their owners unless recovered. The company decided upon the following plan. Starting one mile above the third dam, and continuing up the river twenty-two miles to the foot of Grand Rapids, the company allotted to farmers, who owned land along the river, the right to pull deadheads from a section of river that bordered their holdings. The farmers pulled the logs and piled them in rollways to dry out, usually about a year. When a log drive came through, the drive or sacking crew returned them to the river and ran them directly to the scaling gap and on through the company's works to the pocket of their owners. The mills sawed these logs immediately to prevent them from again becoming waterlogged. The farmers received fifteen cents a log for their labor. The company that owned the logs reimbursed the boom company for the expense incurred in recovering the logs.

From just above the third dam for about a mile upstream, the boom company used its own men to recover deadheads. In the fall after the completion of log sorting, the company sent men into the river on flat booms to push all visible deadhead logs into clumps. After the ice became thick enough for horse teams, the men cut the ice around the clumps of deadheads and used the teams to pull them out of the river, haul them ashore, and pile them in rollways to dry out. When dry, the sacking crew rolled them into the river and drove them through the boom company's works to the mill of the owner. In one year alone, the boom company and farmers salvaged nearly five million feet of logs from twenty-three miles of river.

Many people do not know of the industry of salvaging logs in the Menominee River in the 20s and 30s. During the depression, however, deadheading became an industry in itself and proved a life-saver for many families during that trying period. There was the Cox mill at Marinette, the Johnson mill at Chappie Rapids, the Biehl mill at Rubins Corners, the Webber Steam mill at Winesville, the Haulletes mill at McCallister, the Duffrin mill at Coss, and several others I cannot remember that cut deadheads.

Forty to fifty men made a living on the river pulling deadheads, milling and planing,

plus trucking the finished lumber. The deadhead pullers spent all spring, summer, and early fall on the water. They would sometimes go five or ten miles up stream, sleeping on the rafts at night, and returning with over 100 deadhead logs. Occasionally, a deep hole and long channel would produce twenty to thirty thousand feet of logs, and a crew would make good money. On the Peshtigo and Menominee rivers, we found whole islands of logs with many big virgin pine logs. Starting at the lower end, the entire island would be torn up. In summer during low water, it was a problem to bring a load through the rapids and sometimes the logs were pulled to shore and hauled to the mill later when the water was higher.

The equipment used to pull logs consisted of two scows 4 feet wide and 20 feet long with cross arms, and iron dogs on short chains to secure logs. Old car engines such as Buicks, Packards, and Graham Paiges powered the scows. Some of these outfits were very powerful. The system of pulling logs varied. In one method, a long slip-chain was wrapped around and five feet of handle attached. Great pulling power was attained by letting the chain down on a pole, then levering by drawing the scow down. The biggest log could be lifted this way and in the process other logs were loosened. The first log pulling was easy as sunken logs covered the river bottom. Sand and mud, however, covered millions of feet more, and these required more effort to retrieve.

We started cutting deadheads in 1921 with a lath mill, as wooden lath was in big demand then. We cut many car loads of lath for the next three years, then switched over to a saw mill, as the demand for lath diminished. The big steam engine was a problem on cold March days. Without steam pressure of one hundred fifty pounds, cold water entered and soon shut her down. In later years, the mill had line rollers slasher saws that cut up everything (no slabs), sawing an average of 15,000 to 20,000 feet per day; and up to 25,000 feet per day in big timber. We sawed a lot of logs in a week, working ten hours a day six days a week.

In the spring of 1922, the Sawyer Goodman Company purchased some old rights to logs, and hired a contractor, who had a pretty good outfit, to pull logs. A mill operator, I believe his name was Johnson, had decked a large amount of logs at Chappie Rapids and was ready to mill them. This contractor, however, confiscated the logs and gave him only a pittance for them. He claimed that they could take them without any renumeration at all. Johnson was afraid to go to court and took the small amount offered him. Several other small mills were operating close by. All, including myself, were given notice to quit. We were all worried, especially me for I had a huge stock of logs to mill. One Sunday Mr. Louis McAlpine, a banker, was at his cottage on the river near my house, and Mr. C. A. Goodman was with him. They came up and looked at my little mill powered by a big Stoddard Dayton car engine that I had salvaged from a junked car. I proudly showed them around, and Mr. Goodman got a big kick out of it.

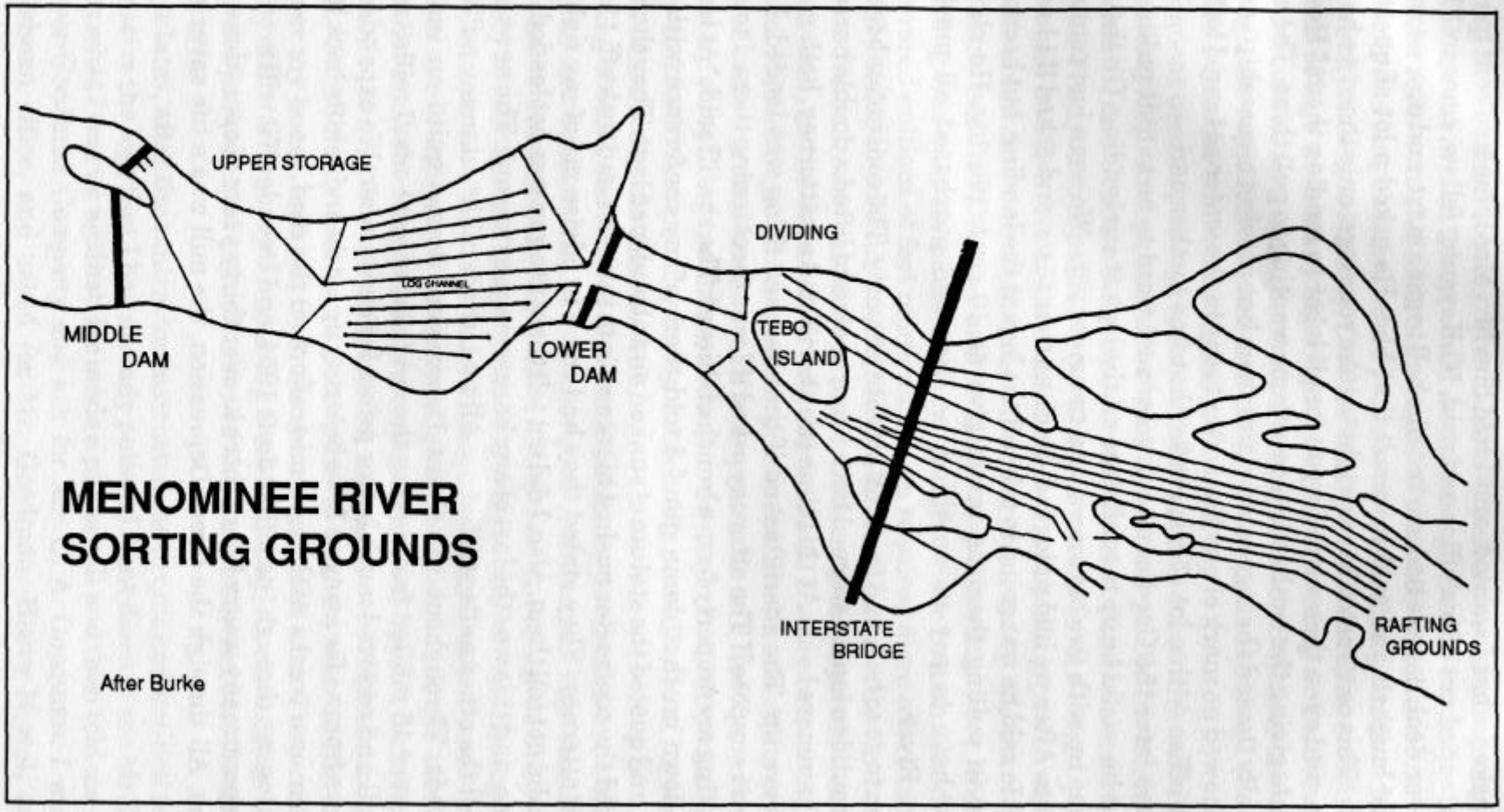
A few days later, after the contractor instructed me to quit and notified me that he intended to seize the logs that I had already pulled, I went down to see Mr. McAlpine and told him what I was up against. He made a phone call and then told me to go over to the Sawyer-Goodman Company and ask for Mr. C. A. Goodman. I went to the Sawyer-Goodman office, and asked for Mr. Goodman. Harve Newel, one of the

salesmen, asked what I wanted, and I told him Mr. McAlpine had sent me over. Mr. Goodman stepped out of his office and said, "O.K. young fellow, come in." I told him of the Johnson deal, how we had worked like hell to get a start, and now we were facing disaster. He laughed and said it wasn't that bad. He asked a lot of questions, and finally said, "This contractor has no right to take your logs, only those we have bought the right to, and even then we must pay for all labor in landing them." He told me of a new statute giving the sunken logs to anyone wanting to pull them. The companies that originally floated the logs could claim them but proving ownership was difficult for many showed no mark of any kind after being in the water so long. I left Mr. C. A. Goodman's office with a lot of respect for that fine lumberman.

A few days later the Goodman contractor sent word to us to quit pulling logs and he said that he would be up to confiscate all the logs at our landing. On the appointed day, he came up with two big scows, and two river pigs. We were just coming in with a load of logs. After we had unloaded, he came over to me and asked if I had received his notice. He said he was going to take all the logs at the landing, but because we had some labor in pulling them he would give us 10 cents per log. He claimed that he did not have to pay us anything, as they had purchased all marks on the Menominee River.

I told him to go to hell, and to get off private property. The contractor began to move his scow around to land. I stepped back to our scow and lifted a double barrel shotgun with both hammers back. At this time the sheriff and an attorney, both good friends of mine, drove up. The sheriff asked if that damned thing was loaded. I answered "What do you suppose?" The attorney asked if I was threatening them. I told them no, only protecting my property from a bunch of thieves. The sheriff said, "At least put the hammers down on that damn gun." I told them of my conference with Mr. C. A. Goodman, and quoted the statute of sunken and abandoned logs. They then went into a huddle and the contractor pushed his scows into the river and took off. I berated the sheriff and attorney. They stated they had come to advise me of my rights. I knew better, but did not tell them. Also, I did not tell them the gun was not loaded. We parted good friends, and this was the last of any harassment by anyone. The news spread fast and soon all the other mills started up. All told, these mills cut many millions of feet of deadheads. Throughout the Great Depression, it was quite an industry. We processed over 15 million feet, taking the cut from several small mills, as we had a planing mill and received much better prices for our lumber. We expanded and soon had truckers from as far away as Iowa bringing up cattle and taking back lumber. We even put our own trucks with big semi-trailers on the road.

The last log ran through the mill in June 1954, and I wonder if it will ever run again. While we spent many weary hours there in over thirty years of operations, they were happy days. All through the Great Depression, the mill was a life saver to so many people.


UPPER STORAGE
LOG CHANNEL
MIDDLE DAM
LOWER DAM
DIVIDING
TEBO ISLAND
INTERSTATE BRIDGE
RAFTING GROUNDS
MENOMINEE RIVER SORTING GROUNDS
After Burke

Reminiscences of a Young Forester in the Marinette County Forest of the 1940s

by John Saemann

In 1940, the tenth year of the Marinette County Forest, a young forester was hired to assist in managing the program. I was that forester. I'd graduated from the University of Michigan in 1938, and spent part of that year as instrument man on the Marinette County's resurvey crew working out of Dunbar. Pay was 50 cents an hour, and I stayed with a delightful couple there for one dollar a day room and board. The next year I worked for the Upper Peninsula Forest Products Company in their woods in southwestern Marquette County, Michigan for fifty dollars a month with room and board included.

In early spring of 1940 Marinette County planned to embark on a large tree planting program, and to utilize a sizable crew of Works Progress Administration (WPA) laborers. They needed help in teaching planting techniques, distributing trees, placing men at various sites and supervising the men. The Forest Administrator, Charles B. Drewry, also the County Agent, knew of my availability and hired me.

At the end of the planting season, the Forestry Committee of the County Board (then called the Land Committee) decided a full-time forester was needed. The Extension Service of the University of Wisconsin College of Agriculture agreed, and on June 1, 1940 I became the Assistant County Agent, Forester with a salary of $150 per month.

Fortunately, the Wisconsin Conservation Department (now DNR) had a forester, James Hovend, working out of Wausaukee. He had been there four years and was a big help, along with Mr. Drewry, in acquainting me with the county, its forest and its people. Jim had several counties to work in, so he spent only a part of his time with me in Marinette County.

In those days the County Board was concerned with several things – fire protection (most remembered the fearful fires of the twenties and thirties), relocation of isolated settlers living on submarginal land within forest boundaries (see Proceedings of Fourth Annual Meeting of FHAW), timber trespass (in fact, a trespass officer had been hired for several years) and acceptance of the program by the public and, especially, by a number of supervisors in the northern part of the county.

With the fires well under control, attention turned to reforesting the vast acreage of open lands with the help of the CCC camp at Dunbar and the WPA program. In 1940 240 men planted more than four million trees. They kept busy during other seasons doing timber stand improvement, building parks and constructing roads and fire-breaks.

After the big planting project of 1940, Jim, Mr. Drewry and I approached the Committee about starting a timber sales program, and harvesting mature timber that might be growing in isolated locations in the forest. They weren't interested. It was pretty much an attitude of "build up the forest, not cut it down."

The University Extension Forester, Fred Trenk, had come to Marinette to help me

get established. He suggested that he prepare a prospectus that would describe the area to be cut, the timber involved, its age, future stand after the cutting, markets for cut products, availability of logging jobbers, sample contract, income to the county and overall future of a sustained yield harvesting program. Remember, in those days there was no inventory, a cover type map of only one township, and only one forester, Jim, who knew the location of the merchantable timber. Most people thought the forest was 'popple brush' and nothing more.

After Fred sent me the outline of the three-page prospectus, I cruised a small area of mature aspen west of Athelstane and filled in the details. The Committee, under the leadership of L. E. Ness and Philip Downing, were apparently impressed by the prospectus and timber sale number one was offered for sale.

J. D. Haley of Athelstane won the bid; as I recall it was $1.07 per cord. At that time the best market was the American Excelsior Corporation at Marinette, which paid $7 per cord for a 55 inch stick, much of which was peeled with a drawknife in seasons when bark didn't slip off. This was the start of the program that Arlan Wooden described yesterday.

I will now recall a number of experiences I had while helping to build and manage a forest that I'm very proud of. Keep in mind that I was a dirt forester who loved working in the woods, disliked office work, and never liked downtown politics. There weren't many foresters in northeastern Wisconsin then and what we saw and learned may be of interest.

On my first day on the job, Mr. Drewry showed me around and on the second day Jim and I held a tree planting demonstration attended by all WPA foremen, about 25 of them. Then we decided that the next morning that I'd take trees in the back of an old coupe I'd rented and start the men working at a large planting site west of Crivitz. I showed up early ready to go, but to my dismay the trucks carrying the men ignored me and drove on down the highway. I chased them and upon stopping them, asked what was up. The head man gave some story about working elsewhere that day. Upon hearing my argument that the trees were here and were perishable, he stated, "You may run county forestry, but you don't run WPA." And off they drove.

After a day of consulting and pleading with higher ups, the WPA administration decided on tree planting as the county project for that season. An order from the Green Bay office closed all WPA projects in the county during planting season and sent all laborers to plant. After that there was no more trouble and I have great admiration for the fine job they did planting trees, building the youth camp and McClintock Park and improving and protecting timber land. A WPA work camp for single men was opened at the old state reformatory camp near Amberg. It was called Camp Muth, named for the WPA director at Green Bay. About 100 men lived there. It lasted about a year until the beginning of the war.

That first summer after I completed mapping all the planting, I happened upon a small logging operation east of Amberg that upset me. It was on a block of land owned by the power company and I thought it might be a trespass. I saw our county board chairman the next day and reported it to him, knowing he was an acquaintance of the company's land manager. It turned out that the power company had acquired the land

some years earlier when it planned to divert the Pike River via a canal to the Menominee above the White Rapids dam. The company abandoned that idea and without giving any thought to good forestry, they allowed the cutting of their timber. Our chairman expressed his displeasure, and the company decided to sell the land to the county for 75 cents per acre if it was added to the forest and managed properly. Today this land contains some of the best timber on the forest and has extensive frontage on the Pike River, one of the state's wild rivers.

Many other inholdings were purchased or traded over the years, but the one that stands out in my memory was the five or six sections west of Dunbar. The area was very noticeable in the platbook, for it lay between county forest land to the east and Coleman Lake Club lands to the west. None of us knew the owners and an Illinois trust paid the taxes. One day when I was in the office, an elderly man approached me and said he represented the owners and they'd about decided to get rid of the property. They hadn't found anyone interested, and wondered if the county would be. I spent a couple days looking at the lands, then approached the committee about it. I said a conservative figure might be $16,000. One member suggested offering $8,000, so I forwarded that offer to Illinois.

I heard nothing for more than a year, then a letter from an Illinois lawyer representing the group arrived. The gentleman that talked to me had died and my letter had just been found. The owners had only our offer, and if the county would raise it to $8,500, they'd sell. That was almost as good a deal as that 75 cents an acre for Pike River canal lands.

Much of the Pike River runs through the county forest, and I attended a number of hearings when its designation as a wild river was being considered. Backers always were effusive in describing its pristine, untouched natural beauty. Then I'd recall oldtimers telling about the way the river was blasted, gouged and ravished during the log drives. It surely didn't take nature long to heal and I always bring this up when people complain about forests being "destroyed" by forest activities.

Jim and I often kidded Mr. Drewry about his ability to spot big pine trees from great distances. He didn't need an airplane or type maps. He wanted pine lumber for various building projects - Camp Bird, McClintock Park, fair buildings, and during the war for Marinette Marine Corporation's naval barges. Apparently he didn't spot enough, those big posts holding up the roof of the main exhibition building at the county fairgrounds are Balm of Gilead.

At first we had to find the timber for our timber sales without decent aerial photos and relied mainly on loggers, hunters and so on. About half of these searches were wild goose chases, and we welcomed the new photos and reconnaissance maps that became available in 1947. There were a number of grand old men, all now gone, that participated in these early sales, - Charlie Cable, Mark Schramm, Charles Porter, Emil Seehawer, Charles Fugate, Ervin Smiley, Joe Panis (he had the first chain saw on our jobs), but Ernest Jean was the biggest operator and 'King of the popple' for many years. He couldn't read a map, but once he was shown a sale he didn't need any help in laying out roads or planning a job. His sale was distinctive in one way - he always started the cutting at the back end in the poorest timber. He operated a camp

until well into the fifties for single men and piece cutters far from home. In those days almost every jobber had a portable mill set up on the sale for sawing box lumber.

I recall one time when he had a lot of 55 inch rough popple cut and ready to haul just when a new packaging mill was starting up in Green Bay. They weren't getting enough wood so they agreed to take this. Later they complained that moving 55 inch wood on chain conveyors with 100 inch spacers slowed productivity. But the wood kept them going.

As the timber sales program grew, income to the county increased and that convinced many of those who initially expressed indifference towards the program. Soon there was spirited bidding and many large logging operators depended on the semi-annual sale to keep them supplied with timber. As the program grew, some Committee members questioned if the forest was being overcut. At the end of one large sale, a member from northern Marinette County expressed his views by stating "that's it, this is the final large sale, there's no more."That was thirty years ago. The timber has responded as well as the deer herd!

I retired nearly 16 years ago, and in the 34 years that I worked on the forest there was only one serious complaint from a resident. He wrote letters to newspapers and appeared at Forestry Committee meetings. But he was a reasonable sort of fellow and agreed to go along on a Committee tour. We started where timber sale number one was held and continued on to a succession of sales up to the most recent. He reluctantly agreed things weren't that bad. His final complaint was that white birch was being wasted, since a very poor market for it existed at that time. Ironically it is much in demand today. We heard no more from him.

At first the state furnished trees for planting for free, but we had to take lots of jack pine. That brought some criticism, largely because white and red pine grew into more handsome trees. Again, ironically, today jack pine pulp is much more in demand, and even aspen and hardwoods command higher price than spruce and balsam. The county forest harvest is still largely pulpwood; sawlogs make up only a small part of the cut.

Our first tree planting machine began operating in 1946. In time several more were acquired. None of them worked well at first. We depended on Shag Nickols of Wausaukee to rebuild and repair them. Our biggest problem was in the moldboards. The lay would flop back into the furrow trench and often bury the tree. Shag determined the problem was in the plow. They were designed for high speed movement behind a tractor, whereas a planting machine has to go slow. If we could find moldboards for plows used behind slow moving horses, we'd have the answer. They had more curve to lay the dirt down and didn't depend on speed to do the job. We checked with plow manufacturers, but no such plow was available anymore. So Shag had to work on the machine as it came. He succeeded in improving them to where they worked much better.

During the early days of Trees for Tomorrow, several banks in north central Wisconsin purchased tree planting machines to be used by private landowners to get them to plant. A prominent Marinette banker heard of this and without checking into it invited a Lincoln County banker over to meet with us and tell about what they'd

done. Both bankers assumed no machines were available here. After listening politely, we questioned why we needed another when we already had seven, three available for private planting. End of meeting!

Our office has handled county land sales, surplus lands not needed by the county and outside of established forest areas, ever since I came to Marinette in 1946. I used the Land office because of space limitations in the Extension office. As the Land Agent was elderly and about to retire, I was asked to appraise lands to be sold. Previously, forties were sold for one set price, regardless of location or value, with the approval of the town chairman. In some months as many as forty descriptions would be sold.

The Land Committee wanted to change the system, to sell the land at appraised value at advertised public auction. Many town chairmen disapproved, and they were then by statute members of the Board. After the hardest fight I can recall over any aspect of the land or forestry business, the Committee won. Marinette County became the first to sell land at public auction at appraised value. I lost a few friends over values I've placed, but usually the bidding proved that I was too conservative. I recall instances of interested bidders lining up fifteen or more friends to walk up and down a forty and count jack pine trees to get a good estimate. And maybe I'd spent an hour there on my cruise. I don't recall any property failing to sell. Land sales income increased greatly, and some sales had to be held in the courtroom because of the crowds. If I thought a piece of land should be withheld from sale and kept under county control because it held springs, or had future potential recreational use, the Committee always agreed. We were fortunate to have a strong Committee in those days.

The greatest satisfaction in my work was my relations with loggers and piece cutters. I knew many as youths at 4-H camp or on school forests, and it was great to watch them mature into successful adults making their living off of a forest crop that I'd helped nurture to maturity. Many have made a good living from our forests. Ernest Jean would kid us that if we didn't find him enough popple, he'd move back into the U.P. He stayed here until he retired.

Two things that I learned supervising sales were: 1) Never complain to the wife of a jobber about what the husband was doing wrong on the sale and 2) Never approach a piece cutter on a hot, humid day to attempt to correct contract specifications that he was abusing.

Citation For Distinguished Service
"Walt" Goldsworthy

The recipient of this year's distinguished service award to an individual hardly needs any special introduction because he is so well-known to most of you. He has been a part of northern Wisconsin's contemporary history for more years than perhaps he cares to remember. "Walt" Goldsworthy came to Three Lakes, Wisconsin from Mineral Point in 1947. Among his numerous endeavors since then, he recalls most fondly his career as a forest naturalist with the U.S. Forest Service on the Nicolet National Forest back in the 1960's. During that period, he and his family lived in a cabin on the Butternut-Franklin Campgrounds, east of Eagle River, for five summers. "Ranger Walt" acted as a guide on the nature trails in the area and gave lectures, illustrated with slides and films, on many evenings. It was only fitting then, that he was a prime mover in planning and arranging the ceremonies, held in July, 1987, that rededicated that campground on the 50th anniversary of its opening.

When the Three Lakes community began planning its centennial celebration for 1981, Walt was again deeply involved. As a former editor of the weekly ***Three Lakes News***, it was only logical that he became the editor and chief compiler of the commemorative book ***"The Pine, The Plow and The Pioneer."*** So successful was that effort that a second volume of that book became a reality several years later, again due to a considerable extent to Walt's involvement.

More recently, Walt was the chief promoter of the Sam Campbell Memorial Forest and Nature Trail, located east of Three Lakes on the Nicolet National forest, the dedication of which I had the pleasure of attending last June. Walt had been a long-time friend of that noted author and lecturer on the environment and the wonders of nature, so again it was appropriate that he was the master of ceremonies on that occasion.

Notwithstanding his numerous other community commitments, Walt also found the time and energy to serve actively as a director and officer of the Three Lakes Historical Society from its inception in 1981 and as administrator and curator of the Society's museum. Additionally, he gave of his time and talents as a director of the Forest History Association of Wisconsin from 1985 to 1988.

It is with great pleasure that we present our Association's Distinguished Service Award for 1989 to Walt Goldsworthy.

Citation For Distinguished Service
Three Lakes Historical Society

Every year we also recognize an organization's contribution to the preservation of history in general, and forest history in particular. Our 1989 award for such distinguished service goes to the Three Lakes Historical Society.

Beginning with their observance of the centennial of the founding of the Three Lakes community in 1981, a dedicated group of members of the newly-organized Three Lakes Historical Society has worked continuously toward its goal of preserving the heritage of its first 100 years. It did this, first, by leasing a pioneer home built in 1885, and converting it into a museum filled with artifacts and memorabilia related to the history of Three Lakes. Attendance records show the success of that undertaking, 2,000 to 3,000 people have visited the museum annually, with the current year setting a record with well over 3,000.

Currently in progress is a 20'x40' addition to the museum, being constructed with the help of a crew from the Conservation Job Corps at Blackwell. This will house various displays featuring the logging and lumbering history of Three Lakes, as well as a replica of a typical C.C.C. camp, of which there were six in the immediate area during the 1930s.

In a newspaper article several years ago, Walt Goldsworthy stated during an interview, "History, of course, is made by people, all kinds; hence it is impossible to capture the full essence of an area's historical past except in book form." Accordingly, the Three Lakes Historical Society sponsored the publishing of such a book, ***"The Pine, The Plow and The Pioneer."*** So successful was that effort that a second volume followed and had an equally enthusiastic response from residents and tourists alike.

Several other projects have had the active backing and participation of the Three Lakes Historical Society. These included a special program that rededicated the Franklin Lake Campgrounds east of Eagle River on the 50th anniversary of its opening, and the development, in cooperation with the U.S. Forest Service, of the Sam Campbell Memorial Forest and Hiking Trail Complex east of Three Lakes.

Not the least of the accomplishments that can be attributed to the Three Lakes Historical Society has been its encouragement of the formation of a Junior Historical Society in the local grade school. Under this program, 4th, 5th and 6th grade students work on street sign history, assist in fund-raising projects and serve as apprentice guides at the museum.

The current president of the Society is Tom Bredesen, principal of the high school. He and Walt Goldsworthy are co-editors of the Society's most recent endeavor, publishing a newsletter, the ***Three Lakes Echo***. Named after the Three Lakes newspaper that was first published in 1889, the editors plan to "echo" the historical past of the community in future pages of the new periodical.

For its outstanding record of accomplishment in promoting and enhancing the public's knowledge and appreciation of the area's historical heritage, we are greatly pleased to present our Association's 1989 Distinguished Service Award to the Three Lakes Historical Society.

Annual Report of Secretary-Treasurer

This is my 14th annual report on the financial health of the Association. You might assume that with all that experience, preparing such a report is probably a fairly routine and relatively easy task. Not so, especially when one must report that our "bottom line" is nothing to brag about!

Even though we managed to hold down our expenses below what the Board of Directors had budgeted, our operating revenues proved to be somewhat below expectations in most categories. The sole exception was income from publication sales and last year's auction, which was a phenomenal success indeed!

However, had it not been for the fact that we had to pay for printing costs of both the 1987 and 1988 PROCEEDINGS in the same fiscal year, we would have ended the year "in the black." Instead, we finished "in the red" to the extent of $873.00. Not to worry, we had an adequate reserve in our investment account, accumulated from prior years, to cover that deficit, so we are still in good financial shape for an organization that has probably the lowest annual dues schedule of any state-wide organization.

With the checking account balance as of June 30th of $1,178.76, our total cash assets of $29,926.04 is an indication that our financial health is quite good, notwithstanding the minor aches and pains of an occasional operating deficit. For those of you who would like to review the financial report in detail, I have a number of copies available which you can pick up after the conclusion of this business meeting.

* * * * * * * *

Now I would like to report on the status of our membership and the efforts to promote new additions to the roster.

As in previous years, there are both positive and negative aspects to the status of the Association's membership. Compared to the previous year, we managed to maintain just about the same total number of members, but such a "no-growth" trend is not a desirable one by any means. Offsetting the 28 members we were forced to drop this past year because of non-payment of dues, was the addition of 18 new individuals and two new corporate members to our roster. Unfortunately, as you may have noticed in the "C & S" newsletters, we also lost four valued members due to their deaths.

As of June 30, 1989, we had a total of 227 members in all categories. As previously mentioned, our membership remains mostly static. However, this does not infer that we have not taken any action to promote the enrollment of new members. On the contrary, last spring, with the cooperation of the Timber Producers Association, our solicitation brochure was included in a mailing by that organization to over 500 of its Wisconsin members. The result: only two applications were identifiable as responding to that approach. Subsequently, a special letter was sent to 25 former members of F.H.A.W. who were considered to be good prospects for re-joining the Association. Only one re-joined. Solicitations by mail obviously do not bring the anticipated results, nor have they in the past. The most effective method of membership promotion is still personal contact.

In closing this report, therefore, let me emphasize once again that we must continue to make every effort, both individually and collectively, to induce more people that our Association and its objectives are worth supporting. Your board of directors can't do it alone – it behooves you members-at-large to assist them if your Association is to become increasingly known by the general public and grow in prestige as the principal preserver of the state's forest heritage.

Frank N. Fixmer
Secretary-Treasurer



This late 19th Century Marinette County logging crew included several women cooks. The building in the background is the cook shanty-bunkhouse. (*Courtesy of Marinette County Historical Society*)

Forest History Association of Wisconsin
Operating Statement July 1, 1988 thru June 30, 1989

RECEIPTS				
Membership Dues -	Individuals -	renewals	$2,004.00	
		new	204.00	
	Corporate -	renewals	350.00	
		new	100.00	
				$2,568.00
	Life/Others - ($500 transferred to investment account)			
Donations -	Unrestricted			14.00
	1989 Student Award			121.00
Sales/Auction				428.50
Annual Meeting				737.00
Investment Income				2,364.73
Refunds				71.02
	TOTAL OPERATING RECEIPTS			$6,394.25
DISBURSEMENTS				
Postage, permits, labels				486.47
Stationery and supplies				198.54
Bonding and insurance				111.00
Publishing -	"Chips and Sawdust"			623.00
	"Proceedings" - 1987		2,083.10	
	- 1988		2,169.96	
				4,253.06
Distinguished Service Awards				54.60
Annual Meeting				742.99
Donations				10.00
Exhibits				66.47
Membership promotion/retention				35.41
Administrative services, phone, office mtc., travel				649.36
Miscellaneous				35.98
	TOTAL OPERATING DISBURSEMENTS			$7,266.88
OPERATING GAIN (or LOSS)				$ 872.63

Minutes of Annual Business Meeting of Members

President Baumann called the meeting to order at 10:35 a.m. with approximately 40 members, their spouses and guests present. Two new members were introduced to the group: Louis Hladish of Phillips and Maurice Rhude of Marinette.

Secretary Fixmer read the minutes of the previous annual meeting, which was held October 3, 1988 at Shawano. There being no additions or corrections, the minutes were approved as read, and as previously published in the 1988 PROCEEDINGS.

President Baumann then reviewed the activities of the Association during the past fiscal year. He especially commended the efforts of editor Randy Rohe for the quality of "Chips & Sawdust" and the 1988 PROCEEDINGS, and also acknowledged the donation of a large supply of paper for "C & S" by the Badger Paper Mills of Peshtigo. Additional "thanks" was expressed to all contributors to the capital fund and student award fund during the year.

Treasurer Fixmer presented his financial report, reviewing operating income and disbursements for the fiscal year and concluded with a summary of the Association's cash assets. Both of these statements are appended to these minutes; copies are available to members on request. Fixmer also reported on the present status of membership and on the promotional efforts that have been made to gain new members. On motion by Vallier and second by Goldsworthy, both reports were approved.

On proper motion by Godshall and second by Lambrecht, approval was voiced ratifying the acts of the Association's officers during the past fiscal year.

Secretary Fixmer explained the three additional categories of membership that had been approved by the Board of Directors, and the need to formally amend the by-laws of the Association accordingly. On motion by Dr. Brown and second by Goldsworthy, unanimous approval was given to amend Section 1, Article I, and Section 3, Article I, of the By-Laws, to provide for a family membership at $20.00 per year, $25.00 for a non-profit organization (museum, library, etc.) and $5.00 for high school or college students.

The Nominating Committee, consisting of Tom Albrecht and Mike Sohasky, then reported that its nominees for two-year terms as directors were Eugene Harm, Frank Fixmer, and Russ Roberts to succeed themselves, and Alvin Barden to succeed Ralph Swanson. There being no further nominations from the floor, it was moved by Mrs. Vallier, seconded by Dr. Brown, and unanimously approved that the named nominees be duly elected to the Board of Directors.

Several topics were then offered for open floor discussion. Secretary Fixmer explained that the Association is next in the rotation of the seven sponsoring organizations of the Wisconsin Forestry Hall of Fame to host the 1990 induction ceremonies. Consideration should be given to a site for the annual members meeting in that connection and also to the possibility of a joint session with the Wisconsin Society of American Foresters. On motion by Albrecht and second by Vallier, approval was voiced giving the Board of Directors authority to contact S.A.F. representatives and select a site and date for the 1990 annual meeting.

On the question of "How can attendance at the Association's annual meeting be made more attractive to more members?", there was a spirited discussion that included numerous suggestions, including the following:

1. Engage in more publicity through all the various media, including the use of photos in press releases.
2. Sponsor occasionally a film featuring logging, lumbering and forestry history.
3. Tie-in meetings with such fund-raising activities as bake sales, ethnic food sales, auctions, etc.
4. Instead of one state-wide meeting, have two one-day meetings on a regional basis.
5. Promote interest of high school and college students and encourage their participation in Association activities.

A final subject for discussion was the need for the replacement of the Association's copier, and a permanent travelling exhibit. Treasurer Fixmer stated that each of these would cost anywhere from $650.00 to $1,200.00 or more, depending on size, quality, etc. and that current operating income could not fund such purchases. Since they can be considered capital improvements or investments, he proposed that the general capital fund of the Association be used. On motion by Dr. Brown and second by Don Anderson, unanimous approval was given by voice vote to authorize the use of the Association's general capital fund for the purchase of a copier and travelling exhibit as they become necessary.

There being no further business, the meeting was declared adjourned at 11:50 a.m.

Frank N. Fixmer
Secretary-Treasurer

Back Issues of Proceedings

(Prices Indicated Are Postpaid)

- **1st Annual Proceedings** - None published
- **2nd Annual Proceedings** - 1977 - $2.00
  Reviews federal, state, county, school and industrial forestry history in separate articles.
- **3rd Annual Proceedings** - 1978 - $2.00
  "Tanneries and the Hemlock Bark Industry"
  "Railroad Logging in Wisconsin"
  "Pulpwood Rafting on Lake Superior"
- **4th Annual Proceedings** - 1979 - $2.00
  "The Northern Wisconsin Settler Relocation Project"
  "The Development of the Wisconsin Paper Industry"
  "The Menominee River Boom Company"
- **5th Annual Proceedings** - 1980 - $2.00 (Out of print: supply exhausted.)
- **6th Annual Proceedings** - 1981 - $2.00
  "History of Logging on the Menominee Indian Reservation"
  "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982 - $3.00
  "The Apostle Islands and the Lumbering Frontier"
  "History of Logging in Vilas County, WI"
- **8th Annual Proceedings** - 1983 - $3.00
  "History of Log Transportation in Wisconsin"
  "The Last Logging Railroad Operation in Wisconsin"
  "The Civilian Conservation Corps"
- **9th Annual Proceedings** - 1984 - $4.00
  "Footprints in the Forest - What the Loggers Left Behind"
  "Drummond, WI - Rust-Owens Company Town"
- **10th Annual Proceedings** - 1985 - $5.00
  "Use of Navigable Waters for Log Driving and Lumber Rafting"
  "Life and Death of a Lumber Town"
  "History of Forest Fire Protection in Wisconsin"
- **11th Annual Proceedings**- 1986 - $5.00
  "Development of Lumbering on the Nicolet National Forest"
  "History of Knox Mills"
  "Saga of the Fish Lumber Company"
  "John Muir - Master Woodworker"
- **12th Annual Proceedings** - 1987 - $5.00
  "Historic Chippewa Falls, WI"
  "Women Came to the Woods"
  "Eau Claire and the Lumber Industry"
- **13th Annual Proceedings** - 1988 - $5.00
  "Logging and Early Shawano"
  "Tigerton Lumber Company 1887 - 1987: The First Hundred Years"
  "Oshkosh: The Rise and Decline of a Lumber Center"

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 Frank Fixmer, Secretary-Treasurer, F.H.A.W., 403 McIndoe Street, Wausau, WI 54401.

"EDUCATING THE PUBLIC IN FORESTRY THROUGH 75 YEARS"

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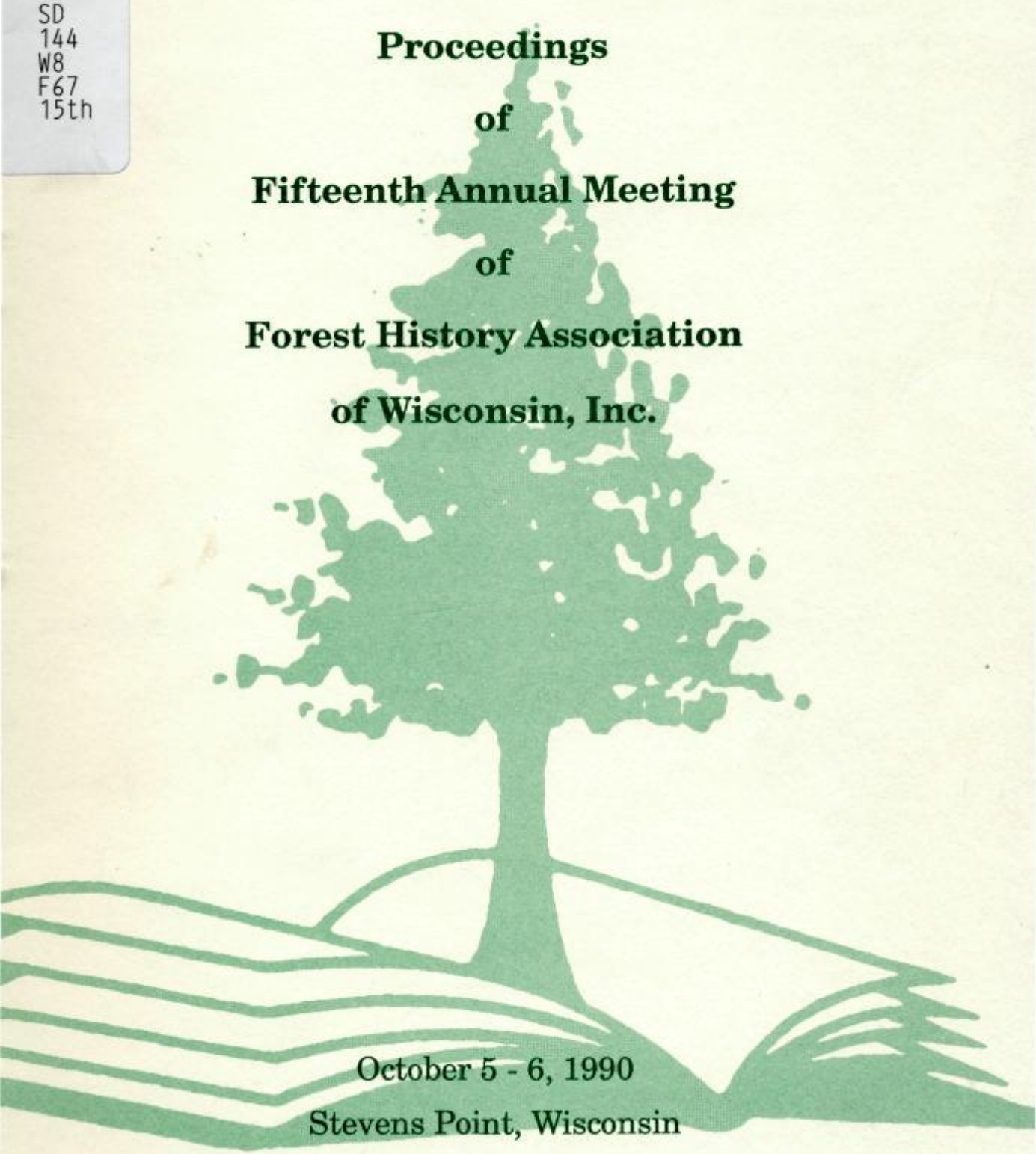
of

Fifteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.



October 5 - 6, 1990

Stevens Point, 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 Forest History Association of Wisconsin, Inc., 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 1990-1991 are: Joyce Bant, president; Mike Sohasky, vice-president; Frank N. Fixmer, secretary-treasurer; Jacques D. Vallier, Thomas Albrecht, Russell Roberts, Eugene Harm, Karl Baumann and Alvin Barden.

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

*History of the Nicolet National Forest**
Some Historic Events in Wisconsin Logging
Some Events in Wisconsin Forest History
Bibliography of Wisconsin Forest History
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 54401

* Original edition is now out of print, the updated revision is available from the U.S. Forest Service, Rhinelander, WI 54501.

The Print Shop, Wisconsin Rapids, WI 1991

Proceedings

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Fifteenth Annual Meeting

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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 written papers presented, at the Fifteenth Annual Meeting of the Forest History Association of Wisconsin on October 5-6 at the University of Wisconsin-Stevens Point, Stevens Point, Wisconsin.

The Board of Directors is most grateful to the staff of the University of Wisconsin-Stevens Point for their hospitality. Their help assured a successful meeting. Rob Nurre, "The Surly Surveyor," presented a program that looked at the presettlement landscape of Wisconsin through the eyes of the land surveyors of 1832-1866. He described early surveying techniques, the use of survey records in determining presettlement landscapes, and the protection and restoration of the native landscape. We thank Rob for his unusual and most interesting talk.

As part of this year's program, the Association hosted the induction ceremonies for two more additions into the Wisconsin Forestry Hall of Fame. And, as usual, we recognized one individual and one organization with our annual Distinguished Service Award.

Our third annual auction again generated some much needed revenue for our coffers. Karl Baumann, again, did an excellent job as auctioneer. We thank all the members who donated items for the auction and hope that everyone who can will continue to help with donations of logging relics, artifacts, and related memorabilia so that the auction can grow and become even more successful.

Finally, our appreciation to the various speakers who presented papers, to the local arrangements committee and its chairman, Bill Sylvester, and the staff of the Schmeeckle Reserve and Conservation Hall of Fame.

Randall Rohe, Editor
Patricia Collins, Assistant Editor

President's Annual Report

This year has turned out to be a fairly good one in most respects. We ended up in the black financially as Frank Fixmer will elaborate on in his report. This is no small accomplishment in view of our publishing and mailing costs plus other expenses. Last year's annual meeting in Marinette was well attended. Our auction at that meeting was a huge success. We added $576.00 to our operating income.

The approval given last year by the general membership to use capital funds for replacement of our old copier and a new travelling exhibit came to a total cost of $1,987.00. We had a number of compliments on the exhibit at the Logging Congress in Green Bay this past September.

Randy Rohe is to be complimented for four highly interesting issues of "Chips & Sawdust" and the 1989 Proceedings. The results of Randy Rohe's mail survey on "why more members don't attend annual meetings" was inconclusive as there was no majority opinion expressed.

With nearly four million people in a state that got its start because of the forest resources, it is hard to believe we can't generate more interest in forest history. It isn't because we haven't tried. The Michigan-Wisconsin Timber Producers very kindly give us their entire Wisconsin membership list and Frank sent them all membership applications with very poor results. I sent our membership applications to all members of a lake association that I belong to and received no response.

We could, however, double our membership right now if each current member could sponsor someone who might continue to be a member after they have received the Proceedings and the four copies of "Chips & Sawdust."

In conclusion, I propose a well deserved round of applause for both Randy Rohe and Frank Fixmer for a job well done.

Respectfully submitted,
Karl Baumann, President

Forest History Association of Wisconsin
15th Annual Meeting of Members
October 5-6, 1990
Stevens Point, Wisconsin

THEME: Educating the Public in Forestry Through 75 Years

Friday, October 5th - University Center, UW-Stevens Point

9:00 a.m. -	Registration, Coffee and Rolls
10:00 a.m. -	Business Meeting - F. H. A. W. Members
11:00 a.m. -	Welcoming Remarks - Alan Haney, Dean, U.W.S.P.
11:15 a.m. -	Overview of Program - Wm. A. Sylvester
11:30 a.m. -	Christine Thomas - "A Conservation Activist of the 1930s" Mrs. Wilhelmine LaBudde
12:00 p.m. -	Luncheon - Heritage Room
1:15 p.m. -	Gerald Vandehei - "An Analysis of Wisconsin Forest Inventories, 1932-1990"
1:45 p.m. -	Jeff Martin - "Demonstration Forests in Wisconsin"
2:15 p.m. -	Jerry Lapidakis - "History of Private Forestry Assistance"
2:45 p.m. -	William Seybold - "Consulting Forestry in Wisconsin"
3:15 p.m. -	Alvin Barden - "Forest Landowner Organizations"
4:00 p.m. -	Inductions into Wisconsin Forest Hall of Fame (College of Natural Resources)
6:00 p.m. -	Guest Speaker - Robert Nurre
	Banquet - Distinguished Service Awards

Saturday, October 6th - University Center, UW-Stevens Point

8:30 a.m. -	Registration, Coffee and Rolls
9:00 a.m. -	Robert J. Engelhard - "The History of Forestry Education at the University of Wisconsin-Stevens Point"
9:30 a.m. -	Jeffrey Stier and Ronald Giese - "A History of Forest Education at the University of Wisconsin-Madison"
10:00 a.m. -	"Kings of the Woods" Video by Malcolm Rosholt
10:45 a.m. -	Auction of Logging Artifacts
12:00 p.m. -	Lunch
1:30 p.m. -	Tour of Schmeeckle Reserve and Wisconsin Conservation Hall of Fame
2:30 p.m. -	Adjournment

A Conservation Activist of the 1930s – Mrs. Wilhelmine LaBudde

By Christine L. Thomas
College of Natural Resources, U.W. Stevens Point

"We may continue indefinitely to spend huge sums for reforestation, fish hatcheries, game refuges and deputies, but unless the masses are taught the reasons for these expenditures and the need for conserving and perpetuating our resources, both from a material and spiritual standpoint, the rank and file will go merrily on, blind to the need of beauty in their lives and dead to the love of nature that surrounds them on all sides."

These words were written in 1929 to Governor Kohler. The writer was Wilhelmine LaBudde, an environmental activist of the 1930s. She was advocating the establishment of a special educator position at the Conservation Department, that she hoped would be staffed by a woman, whose job would be to work with the schools to educate children about conservation.

She was born Wilhelmine Diefenthaeler on October 1, 1880, at Elkhart Lake, WI. She was the daughter of Margaret and George Diefenthaeler. As a child, Minnie, as she was called by those close to her, enjoyed wild flowers and birds with her father. Her love affair with Pine Point on Elkhart Lake was to last a lifetime.

As a child, Minnie developed a friendship with her neighbor, Edward LaBudde. As they reached adulthood, Minnie went to college in Fond du Lac, where she graduated from Grafton Hall. She had a magnetic personality and many friends, including gentlemen friends. However, her old childhood sweetheart prevailed. According to his sister, Edward never had another sweetheart. If he picked flowers, he might bring them home to show, but he always took them next door to give to Minnie. Eventually they married. The LaBuddes, who owned a feed and grain business, lived in Milwaukee but Minnie spent every summer at Elkhart Lake.

In the early days of married life, Mrs. LaBudde was busy with raising her three children, George, Margaret and Alice (eventually George became a collector of logging tools, which he donated to the Milwaukee Public Museum). As the two oldest children went off to college, Mrs. LaBudde started to put her efforts toward the Conservation Movement. By the 1930s, her conservation activities occupied nearly all of her spare time. Her initial involvement was through the Women's Fortnightly Club. This led to activity through the Federated Women's Clubs, at both the state and federal levels. Women in the 1930s were involved in social reform and they often worked at it through their clubs. These women were allies whose political strength Wilhelmine was able to harness for a variety of conservation activities. Her list of accomplishments is impressive. She was a political ally to Louis "Curley" Radke and the Izaak Walton League in the fight to save the Horicon Marsh. Eventually an Izaak Walton League chapter was named after her. Early in the Horicon Marsh effort, in 1928, she wrote these words in a letter to an opponent of the marsh project:

"We need this particular swamp as a swamp, with all its potential natural beauties

left intact. Mere man cannot improve God's handiwork. There are none so blind as those who will not see and I am afraid that you are one of them. However, I haven't given up hope of making a convert of you yet." She signed the letter, "Your friendly enemy."

That was the secret of her success. She never gave up. She has fourteen boxes of correspondence on file at the Wisconsin State Historical Society. She was involved in virtually every imaginable conservation issue between 1925 and 1955. The first time that she spoke in front of the legislature, the legislators laughed at her. Women were not supposed to speak out on issues in such a public forum. Eventually, they stopped laughing. She rallied the political support of the club women and in addition to them, many conservation minded men, including Owen Gromme and Aldo Leopold, were often in the fray on her side.

She had a way of charming her opponents. It wasn't just flattery, but common sense. She was good at "casting oil on troubled waters," but did not back down from her ideals. She did not let the political battles become personal, rather she made an effort to maintain friendly personal relationships with her political opponents. Her techniques paid off. The following are a few of her accomplishments.

She successfully worked for legislation that required environmental education in the public schools. This was the first law in the evolution of legislation that recently resulted in the establishment of a state Environmental Education Center at the University of Wisconsin-Stevens Point, College of Natural Resources.

While Charles Broughton is credited with saving the Sheboygan Marsh and in fact, it is named after him, Mrs. LaBudde may have planted the seeds that resulted in his efforts. In a letter to him, in 1927, she wrote:

"This marsh is so beautiful that it should be set aside for all time as a sanctuary for wildlife in all its various phases. I am hoping that you will investigate a bit; then give the matter a little publicity in your paper."

And he did!

She was on the first board of directors of the Wisconsin Wildlife Federation. She was not an angler or hunter, but she had no particular quarrel with these activities, at least publicly. However, she had no patience for what she viewed as wanton destruction of species such as hawks and Great Blue Herons. She also worked for soil conservation and highway beautification. Probably one of the most telling tributes to her tenacious attitude and political power was her election in 1937 to the Conservation Congress.

Mrs. LaBudde had many accomplishments that were directly related to forestry. The State Historical Society records show that Mrs. LaBudde was involved in forestry-related issues as early as 1930. That year, she was conservation chair of the Milwaukee County Federation of Women's Clubs. She organized and promoted the Arbor and Bird Day activities in Milwaukee, which included bird house contests, tree planting and many other activities.

She was involved in the establishment of the school forest system in Wisconsin. Today, this wonderful resource is the center of environmental education activities in many school districts around the state.

She served as U.S. Forest Service liaison to the women's clubs and was a major force in raising the money to plant the 640 acre George Washington Bicentennial Forest in what was the Argonne National Forest near Eagle River. In those days, it cost $2.50/ acre to plant pine. During the Depression, it took quite a bit of effort to raise that kind of money. The donations ranged from $1.00 to $100.00. Mrs. Joshua Hodgins of Marinette, daughter of a pioneer lumberman, made a $100.00 donation toward the project.

On May 21, 1932, when the day of the dedication arrived, Mrs. LaBudde was sick in bed and could not attend the ceremony. In her honor, her friend Margaret March-Mount had an additional acre of trees planted. Ms. March-Mount, a remarkable conservationist in her own right, was a Public Information Officer in the Forest Service. She was dedicated to both forestry and the Service.

As a result of her many forestry-related efforts, Mrs. LaBudde was named Vice President of the American Forestry Association and as such was a major force in the political fight to keep the Forest Service from being shifted from the Department of Agriculture to the Interior Department. As part of her effort to educate the women of Wisconsin, she organized numerous forest tours in the northern part of the state.

Another of Mrs. LaBudde's forestry-related projects was a plan to reduce the waste of forest resources by having federal foresters select trees for thinning which could then be used for Christmas trees. Club women were urged to buy only trees that had special tags that designated them as selected by government foresters. The first year of the program, Mrs. LaBudde received as a gift from the club women, one of the trees that was cut by a CCC crew under the supervision of Arthur Emmerling at Eagle River. The project was not totally successful, as the trees selected for thinning were not always prime Christmas tree stock and the public was not impressed with the quality.

During World War II, Mrs. LaBudde became involved in a movement that resulted in the preservation of virgin hemlock stands near Ontonagon, Michigan. Through the years, she was not always on the same side of forestry issues as the forest industry, but she and industry leaders had a friendly respect for each other.

Another project that occupied the energies of this multi-talented woman was an attempt to get a symphony that had been written by Wisconsin composer, Karl Eppert, played by a major orchestra at the Milwaukee Symphony. The piece, called "Timber," was a chronicle of forest history in America. With her usual zeal, LaBudde rallied all of the political support that she could. When the director of the Chicago Symphony tried to locate Mrs. LaBudde's season seat at the Milwaukee Symphony, to discuss the matter, he discovered that she was not even a symphony patron. She was embarrassed but told the gentleman that she was first and foremost, a conservationist and that was where she put her energy.

She was truly, first and foremost a conservationist. The creed that she wrote for the Women's Clubs is applicable today:

We know that providence showered this continent with an overabundance of all things necessary for a rich and full life.

Therefore, we pledge ourselves to express our gratitude to the Creator,

the source of all good, by doing everything we can to help conserve and perpetuate His handiwork.

We know that in the past, and up to the present day, ruthless exploitation and waste have devastated and in some instances annihilated certain valuable natural resources.

Therefore, we will raise our voices in protest whenever danger threatens so these remaining treasures may be used with care and discretion, because upon their perpetuation depends the Life of a free untrampled America.

We know that we owe certain obligations to posterity and to those who will come after us.

Therefore, we will consistently preach the Gospel of Conservation. We will hold aloft the Torch of Good Precepts and finally hand it down to the next generation with the admonition that the Light must never be allowed to fail in order that each succeeding generation – even those that live in the far off, dim and distant future – may be assured of some of the blessings which we of this generation are enjoying now.

Mrs. LaBudde passed away on November 28, 1955, but her accomplishments live on. On April 28, 1990, Mrs. Conservation, as she was called, was the first woman to be inducted into the Wisconsin Conservation Hall of Fame.



Mrs. Wilhelmine LaBudde

An Analysis of Wisconsin Forest Inventories 1932 - 1990

By Gerald Vandehei
Wisconsin Department of Natural Resources

"For the most part, the farmers were jovial and interested in the survey and its objectives. Some, however, were not, and they emitted profuse outbursts as to why a survey was no good, or how a survey should be made. On one of these 'off days' in the heart of belligerent country, I was accosted several times by misanthropic hecklers. My patience was getting short in the afternoon when a farmer burst upon us as Sharp and I had a plot half tallied. The farmer had two evil-looking bloodhounds with him and a double-barreled shotgun in his hand. He strode up to me with a profusion of cursing, demanding to know what I was doing on his land with my 'high-powered guns', pointing to my Abney level, increment borer, and hand axe, which were hanging from my belt. With every other word he pounded the stock of his shotgun on the frozen ground, the barrels staring directly at my face. With each pounding of the gun I moved my head side-ways, fearing the gun would discharge. Finally, becoming wild, I shook my finger in his face, and outdid him by far in yelling and cursing. He backed up to a stump, where he sat down meekly. While taking the remainder of the tally, I explained the purpose of the survey to him. Just before we went on to the next plot he said mildly that he thought it was a fine idea and asked why I hadn't explained it to him at first."

These words, written in 1936 by Harry G. Gafvert, member of the first Forest Survey team to inventory the timber resource of the Lake States, are one of the earliest recorded attempts to raise the level of awareness of the public regarding the work of Forest Survey. Today, I hope to build on what Mr. Gafvert began by telling you a little about the background of Resources Evaluation (formerly called Forest Survey), our inventory procedures, the kinds of information we can provide, and some of the new things we are trying to do in the present Wisconsin inventory. However, lacking Mr. Gafvert's considerable powers of persuasion, I cannot hope to achieve the same spectacular results that he had.

The forests of Wisconsin have been inventoried four times since 1935 and the fifth statewide inventory is scheduled to begin in 1993. The legislative foundation for these inventories was laid by McSweeney-McNary Forest Research Act of 1928 and revised by the Forest and Rangeland Renewable Resources Planning Act of 1974. Both laws require the United States Forest Service to provide Congress with periodic assessments of forest and related resources supply and demand on a national scale. Updates of the assessments are to occur every 10 years.

The assessments, and their periodic updates, provide the information basic to developing national, regional, and state resource policies and programs. The information is also used by industries, development groups, bankers and researchers. Recent use of the data in Wisconsin has centered on an extensive, mill-siting study.

A system of statewide forest inventories conducted by the U.S.F.S. has been developed as a means of gathering the data necessary to provide Congress with the required, periodic reports. Wisconsin's first statewide inventory under this system was completed in 1937. There is little information readily available regarding that project.

Table I
Historical Timber Inventory Summaries

During the summer of 1897 Filibert Roth surveyed the area of the state north of a line from Green Bay to the mouth of the St Croix River with the counties of Portage, Wood and Jackson as southern projections. The standing pine in "North Wisconsin" was estimated at 17,355 million feet board measure.

The first statewide survey was dated 1936.
Commercial Forest Acerage 16,900,000 acres.
Net Vol Growing Stock 6977 million cuft (1799 sft, 5178 hwd)
Net Vol Sawtimber 15200 million bdft (5100 sft, 10100 hwd)

Forest type				
	Aspen	5.6 million ac	White Pine	208 thousand ac
	NoHwd	2.6 million ac	Red Pine	88 " "
	Oak	2.3 million ac	Jack Pine	665 " "
	Low Hwd	.7 million ac	Spr-Fir	265 " "
	Non stk	3.7 million ac	0th Con	618 " "

The second statewide survey was dated 1956.
Commercial Forest Acerage 15,400,000 acres.
Net Vol Growing Stock 7829 million cuft (1413 sft, 6416 hwd)
Net Vol Sawtimber 16279 million bdft (3925 sft, 12354 hwd)

Forest type				
	Aspen	4611 M ac	White Pine	174 thousand ac
	NoHwd	2663 M ac	Red Pine	148 " "
	Oak	2573 M ac	Jack Pine	692 " "
	Low Hwd	941 M ac	Spr-Fir	374 " "
	Non stk	2553 M ac	0th Con	668 " "

The third statewide survey was dated 1968.
Commercial Forest Acerage 14,537,000 acres.
Net Vol Growing Stock 10996 million cuft (2475 sft, 8521 hwd)
Net Vol Sawtimber 21756 million bdft (6497 sft, 15259 hwd)

Forest type				
	Aspen	4219 M ac	White Pine	178 thousand ac
	NoHwd	3522 M ac	Red Pine	310 " "
	Oak	2665 M ac	Jack Pine	728 " "
	Low Hwd	1158 M ac	Spr-Fir	628 " "
	Non stk	370 M ac	0th Con	760 " "

The fourth statewide survey was dated 1983.
Commercial Forest Acerage 14,759,000 acres.
Net Vol Growing Stock 15498 million cuft (3638 sft, 11860 hwd)
Net Vol Sawtimber 35035 million bdft (9929 sft, 25107 hwd)

Forest type				
	Aspen	3903 M ac	White Pine	226 thousand ac
	NoHwd	3997 M ac	Red Pine	478 " "
	Oak	2859 M ac	Jack Pine	546 " "
	Low Hwd	1241 M ac	Spr-Fir	480 " "
	Non stk	160 M ac	0th Con	866 " "

Planning for the second Wisconsin Inventory began in 1949, but field work was not completed until 1958. It was a cooperative venture involving both public and private participants. The Wisconsin Conservation Department organized the financial support and completed most of the field work. Thirty-two of Wisconsin's northern counties, other public agencies and private companies provided financial support and technical services. The U.S.F.S.-North Central Forest Experiment Station completed the field work in the southwestern counties and processed the data. Aerial photography for the project was supplied by the WCD in the northern counties and borrowed from other agencies in the remainder of the state.

The third Wisconsin Inventory was a departure from the previous surveys in that it incorporated a newly designed sampling system, computer growth models, and was coordinated by the U.S.F.S. The intent of the Forest Service was to measure a stratified sample sufficient to meet their accuracy needs at a State and National level. Wisconsin's participation in the project was spurred by the need for increased accuracy levels if the data was to be reasonably reliable at the county level.

Wisconsin, therefore, supplied enough money and manpower to double the normal number of sample plots measured on the project. The field work was then split with the U.S.F.S. measuring all of the plots in the west one half of the state and WCD measuring those in the east. All data from the survey was fed into a computer program which could artificially "grow" Wisconsin's forests within the computer and produce highly accurate projections of timber resources. The computer model was based on information taken from 2,500 permanent, remeasurement plots in the Lake States. It can simulate the birth, growth, harvest and death of individual trees and will make 30-year projections of Wisconsin's timber situation.

A cooperative aerial photography project, coordinated by the WCD, produced the aerial phots needed for the inventory. Only the heavily forested northern counties were photographed. Cooperators in the project were the WCD, county boards, and many forest industries. Photography for the southern parts of the state was borrowed from the A.S.C.S. state office files.

Planning for the fourth Wisconsin Inventory began in 1977 with a projected field work completion date of 1983. As in previous inventories, the first objective was to obtain suitable aerial photo coverage of the entire state. There was none available. An unprecedented project to obtain photography was initiated in which the DNR contracted the Department of Transportation to let and supervise contracts for aerial photography of the entire state. The project involved 30,000 individual photo prints and was completed in 1980 at a cost of $300,000.

It was determined that the format of the inventory would remain basically the same as in the 1967 inventory. Many of the 1967 sample plots would be remeasured and many new plots would be established. The WDNR requested that the normal sampling level be doubled and planned to contract the USFS to complete the additional work load.

A federal hiring freeze prevented the Forest Service from hiring the additional personnel needed to complete the added field work. Plans were revised and the WDNR hired, equipped and supervised the extra personnel needed to measure the doubled sample.

Field work began in June of 1981 and continued until late 1983. Certain required measurements of ground cover plants and woody shrubs precluded the measurement of plots during the winter months, so DNR field crews were laid off from December to May each year.

During the three seasons of operation, there were approximately 74,000 hours of DNR personnel time spent on the survey. The total cost of the project to WDNR, including aerial photography, vehicle mileage, equipment, personnel, and added data processing was $1,070,048 The State of Wisconsin recovered $250,000 of this expenditure through the sale of aerial photo prints. That, however, went directly to the General Fund and was not held in any segregated fund for future photographic or inventory projects.

Two sub-projects were included in the fourth Wisconsin Inventory as integral parts of the main project. Both involved timber utilization. One determined the amount of Wisconsin timber utilized by resident and out-of-state sawmills, pulpmills and veneer mills. The other developed estimates of fuelwood use by both homeowners and industry.

The fifth Wisconsin Inventory will produce the most accurate assessment ever made of Wisconsin's forest resource, as it will build directly upon, and be compatible with, the foundations laid in the third and fourth statewide inventories. The basic system of data sampling will remain the same. Approximately 195,000 plots will be systematically distributed across aerial photos of the entire state to develop an estimate of forested area. Some 89,000 of these will be stereo-classified to determine stand size class and density. Finally, 4,500 forest plots will be located and measured by field crews. Some of the 4,500 forest plots will be remeasurement plots and will be measured for the third time since their establishment in 1967-69. Others will be newly established plots. The remainder will be remeasurements of plots established in 1981-83. As this system of expanding and refining the data base continues, the information drawn from it becomes more reliable.

Distributing the initial 195,000 plots obviously requires aerial photography for the entire state. If the estimate of forested area is to be current and reliable, it follows that the aerial photos must be of recent vintage. The best estimates can be developed from photos taken immediately prior to the date of the inventory.

Wisconsin does not have suitable statewide aerial photo coverage available other than the coverage used in the last statewide inventory. That coverage dates from 1979-1980. It was highly suitable for the last inventory but is now obsolete. Proposals for obtaining new statewide coverage for the 1993 inventory are currently being investigated.

If information derived from the fifth Wisconsin Inventory is to be used within the state for local and regional planning purposes, Wisconsin must again opt for sampling at double the normal level. Without the higher level of sampling the confidence limits of county-level projections would be extremely poor.

It should be understood that the U.S.F.S. will conduct a fifth statewide inventory of Wisconsin's forest resources whether or not Wisconsin chooses to participate in it. The confidence levels of the results will meet their standards and will be very useable

for their needs (State and National level). The results will be available to Wisconsin, but will not meet our planning needs because the data will not provide the accuracy needed for small areas. The only means of obtaining information that will also meet our needs is to participate in a "double-sample" survey.

Participation is by no means free. The cost to the State of Wisconsin is estimated at $1,397,347. That is an investment of $.09/acre of Wisconsin timberland. The major portion of the investment pays for gathering the data in the field. $1,045,607 will be spent on salaries, lodging, meals, mileage and equipment for field crews.

A new feature of the fifth inventory will be forest land ownership study, the main purpose of which will be to determine the level of management applied to privately held timber and to determine the availability of that timber for future markets. We presently do not have this information available, nor can we afford to be without it. We can no longer operate on pure assumptions regarding the availability of private timber. The $110,111 slated for this portion of the project will be money well spent in determining the future of Wisconsin's timber resource.

The balance of the $1.3 million pays for data editing and processing, photointerpretation and a fuel wood study.

If Wisconsin opts to cooperate with the U.S.F.S. in a doubled-sample inventory, the State will not operate any field crews of its own. The $1.3 million will be paid directly to the forest service who will hire and direct the personnel necessary to complete the project. The WDNR will utilize its field staff to gather drain information from local mills, spot-check the field work done by the U.S.F.S. crews, and supply the aerial photography for the project. All data processing and publishing will be done by the Forest Service.

Demonstration Forests In Wisconsin

By Jeff Martin
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THE FORMATIVE YEARS

The thirteen Demonstration Forests in Wisconsin got their start at the close of World War II under the leadership of Fred Trenk, then Extension Forester at the University of Wisconsin. Trenk's post-war Farm Forest Extension Program called for a series of 40- to 80-acre woodlots primarily in the agricultural regions of the state. The thought was that with controlled woodlots, results of forest management could be shown at annual "Field Days" similar to those conducted at state experimental farms.

So it was that on April 11, 1944 Trenk submitted to the Dean of the College of Agriculture, to the Director of Agricultural Extension, and to the Director of the Wisconsin Conservation Department (WCD) an outline of the demonstration forest concept. The plan was readily approved by the Director of Extension and WCD. In the latter case Trenk's plan was endorsed by F.G. Wilson, then superintendent of Cooperative Forestry for the State. The Conservation Commission then endorsed the plan and established a $5,000 revolving fund, to be set up from the forestry fund. The monies would be used to operate the forests and to hire local labor to harvest timber prior to the field days.

However, the University Administration and Board of Regents were not so quick to act. They were generally concerned about how and if the University should acquire ownership of the woodland properties. Finally, on January 22, 1945, at a meeting called by Dean E.B. Fred, the University agreed to support the Demonstration Forest Program. Present at this meeting were E. Swift and F.G. Wilson of the WCD, and E.B. Fred, W.W. Clark, N. Clark, E.V. Kivlin, F.W. Duffee, and F.B. Trenk of the College of Agriculture. The committee concluded that land title should preferably rest with the Conservation Commission, although the Regents should be agreeable to accepting any offering of forest tracts for this purpose. They further supported the use of Extension facilities for providing education leadership in developing the project.

On February 9, 1945 the University Regents authorized the College of Agriculture to work out the details of the program and develop a written memo of understanding with the WCD. On March 16, 1945 a supplement to the Memorandum on Farm Forestry Extension, authorizing the cooperative Demonstration Forest Program, was finalized and signed by the University and the WCD. The University agreed to collect periodic measurements on growth and yield, and to arrange and conduct annual or biennial Field Days at the forest tracts. The WCD agreed to use the revolving fund to secure timber harvest and to use district foresters to mark trees and supervise harvesting.

While the University considered the proposal, Trenk and others were busy locating possible properties to include in the program. Harold F. Scholz, Silviculturist with the USDA Forest Service in Richland Center, identified a number of potential tracts

in southwestern Wisconsin, including a suggestion to consider the Badger Ordnance Works near Baraboo. Trenk also inquired about possible lands from F. Becker of Rhinelander Paper Co. Becker wrote to F.J. Sensenbrenner of Kimberly-Clark Corp. and member of the Board of Regents to encourage University acceptance of any donated lands for the Demonstration Forest project. Sensenbrenner's subsequent note to E.B. Fred, asking for his opinion of the project, showed that all thought was not on forestry during the 1940s, "Hoping you . . . may have as Happy a New Year as is possible under present deplorable world conditions . . ."

Trenk was also soliciting ideas for a descriptive term to designate the demonstration forests. The term "Timber Harvest Forest" was finally adopted, however Aldo Leopold's penciled note to Trenk indicated a preference for "Timbercrop Forest."

With final University approval, selection and establishment of the first Timber Harvest Forests proceeded rapidly. Seven Forests, ranging in size from 32 to 94 acres, had been designated by May 14, 1947:

Forest	County	Ownership	Forester
Gordon	Douglas	Douglas Co.	Yorman
Apple River	Polk	WCD	Barnard
Chilsen	Lincoln	Leased to UW	Wallin
Uhrenholdt	Sawyer	WCD	Romnes
Champion Valley	Vernon	WCD	Vinton
Dundee	Fond du Lac	WCD	Smith
Wausaukee	Marinette	WCD	Hovind

However, all did not go smoothly in this phase. The Oneida County Board rejected an offer to purchase 80 acres by the UW-Foundation. As F. Becker lamented in his 1945 letter to Trenk:

> *I am sorry that the Paper Company did not buy the 80 acres and deed it over to the Foundation. Had we done so the question of taking the property off the tax roll would not have come up. If you can locate another suitable piece of land, I think we had better handle it so that the Paper Company buys it without divulging the fact that we intend later to deed it to the Foundation.*

However, the next tract located by Trenk was already owned by "the Paper Company," and this time the Company declined to sell. They had their own plans for the property.

WORKING FORESTS . . . TIMBER HARVESTS & FIELD DAYS

During 1945-1950 activity on the forests was quite intense. Harvests were conducted annually or nearly so on most of the seven tracts. These were typically followed by well-attended field days and often excellent coverage by the local press. The harvests had the objective of focusing farmer attention on frequent cropping of the current timber growth from well-managed woodlands, and demonstrating the hourly wages that might be earned from such off-season labor. Trenk and others wished to show that contrary to the common belief that forests represent only a once-in-a-



Field day at Dundee T.H. Forest, ca. 1946-47.



Modern logging equipment ca. 1945-50. The truck is mounted with a mechanical unit which eliminated most of the hand labor required for loading logs.

lifetime crop, well-managed woodlots could generate frequent periodic income. As stated by Trenk in the February, 1946 issue of the Wisconsin Conservation Bulletin: "There can even be a bit of drama in providing visual evidence of, how much solid wood an acre of well forested land may grow in the five month interval between the opening of buds and casting of leaves."

Thus it was that each Field Day featured "as the center of attraction" a large deck of logs, bolts and other products removed in the most recent harvest, generally a few weeks earlier. The decked wood represented the "interest" on the forest's "principal." The message conveyed was that a farmer could harvest the interest while leaving the principal intact. Quoting Trenk again:

> *There is something cold and detached in the mathematical summary...To see that growth is to give real meaning to the figures. And to see the same sized decks . . . year after year, while the timber in . . . standing trees decreases not at all, is to give the lie to a too often quoted fallacy.*

The first harvest on the Wausaukee Forest, in the fall of 1945, yielded 56 cords of pulpwood, boxwood, and fuelwood. Total receipts were $315 and total costs were $105, resulting in an average net hourly wage of $1.01. The aspen pulpwood sold for $6.50 per cord at the landing.

Harvests on other forests produced significant sawtimber and pulpwood volumes as well. On the Dundee the first four harvests produced 30 MBF and 49 cords; Champion Valley's first five harvests generated 48 MBF. The calculated net wages ranged from $.69 to $3.44 per hour for all timber harvests on the seven forests during the 1945-50 period. Hourly wages from the timber harvest were of interest for comparing to typical returns from growing field crops on the farm.

Field day activities were advertised in the press and with posters displayed in various area business establishments. Attendance was usually high with some noontime crowds overflowing the luncheon facility. While the decked wood was the focal point, other events and demonstrations were also featured. Many people were introduced to the "new-fangled" power saws at these events, and had a chance to estimate wood volumes, compete in sawing contests, view early site preparation equipment, and learn about proper tree planting. That these early programs were well-received is borne out by the following from Superior's *Evening Telegram* of October 3, 1946: "General consensus as the party broke up as evening approached was that Douglas County's first Timber Harvest day was a milestone in forestry in the upstate."

However, the Gordon Forest was to have a short history. On October 10, 1949 a windstorm rendered the tract ". . . unsuitable for demonstration purposes . . ." On March 30, 1950 the Douglas County Board resolved that the Gordon Forest be suspended for such use for a minimum of five years (Joint Resolution by Agriculture & Conservation Committees, Proceedings of the County Board); the forest was never again part of the Timber Harvest Forest project.

Harvest and field day activity on all forests slowed during the 1950s. Harvests were conducted less frequently, but with often larger volumes removed. This pattern of extensive use has been maintained to the present time.



More than 100 people attended the last field-day program which was held in the south unit of the Dundee Forest in November 1957.



Residual stand after a 5-acre block of oak timber in the south unit of the Dundee Forest was thinned from below by a shelterwood preparatory cutting in November 1957.

THE FOREST SERVICE'S INVOLVEMENT

As shown by H.F. Scholz's early scouting trips, his research projects and his help with establishing a system of permanent plots, the USDA Forest Service displayed an early interest in the Demonstration Forests. They apparently, however, were not officially a co-partner until a few years later. A revised Memorandum of Understanding, dated March, 1951, included the Lake States Forest Experiment Station of the USDA Forest Service as a third partner in the cooperative use of the Timber Harvest Forests. The Forest Service role was to: 1) determine allowable cut figures, 2) assist in establishing and maintaining permanent growth plots, and 3) publish research reports.

However, Harold F. "Bob" Scholz had already been busy pursuing a variety of research projects throughout the 1944-63 period. He produced numerous research papers from many of the forests and his early work in the 1940s centered on the Champion Valley Forest near his base in Richland Center. His work focused on growth and yield response to various silvicultural treatments. The attention to detail was amazing in these early years of research; trees on each plot were mapped with plane table and alidade, and data collection was guided by a 30-page supplement to the 1951 M.O.U. Accuracy and record-keeping was such that today, on most forests, it is reasonably easy to relocate many of the original plot centers, and in some cases the original stakes. Before his retirement, Scholz, in keeping with his attention to detail, wrote a separate summary memo in 1963 for each file folder in the Timber Harvest Forest records. These records fill three file cabinet drawers!

These one-fifth acre plots were periodically remeasured over the years and produced a large amount of data on growth and yield. The last remeasurements on most of the forests were made in 1984-86 by UW-Extension. All measurement data are currently on file at the University in Madison.

In more recent years, particularly in the 1970s, Forest Service research focused on oak regeneration and management at the Hardies Creek forest. The Hardies Creek Timber Harvest Forest, in Trempealeau County, was added to the system in 1950. Permanent plots were established in 1951. Paul Johnson of the Forest Service conducted a number of studies and published numerous papers on direct seeding, underplanting, and a variety of silvicultural treatments.

In 1966 the Forest Service changed emphasis with regard to the Timber Harvest Forests. They proposed transferring responsibility from the research branch to the division of State and Private Forestry (S&PF). This would be done to free research people from non-research work at a time when the North Central Forest Experiment Station (formerly Lake States F.E.S.) was experiencing staffing shortages. After a period of discussion concerning the Forest Service's new role, a revised M.O.U. was prepared in April of 1969. The functions of the Forest Service were essentially defined as before, except that now S&PF was to cooperate with the Experiment Station in preparing reports on growth, etc. The roles of the other cooperators remained virtually unchanged.



White pine is the most important commercial timber species on Apple River Timber Harvest Forest at the present time. It occurs as small groups mixed with old-growth and second-growth hardwoods. The three white pine in the foreground were 14, 15, and 22 inches d.b.h., respectively, in 1948 when this photograph was taken, and the basswood was 24 inches d.b.h.

ADDITIONS TO THE SYSTEM

By 1949 three more forests had been added to the program, bringing the total to ten. The additions were the Argonne Forest in Forest County, the Cairns-Ellsworth Forest in Pierce County, and the Carlin Forest in Jefferson County. In 1950, as mentioned before, the Gordon Forest was withdrawn and the Hardies Creek Forest added. An eleventh tract, the Rule Forest in Iowa County, was added in 1967. The Wild Rose Forest, in Waushara County, was formally added in 1978, although it had been managed by the State as a demonstration forest since 1967. The Hallock Forest, in Grant County, became the last addition in 1984. The latter forest, with over 400 acres, is the largest tract in the program.

In 1967 another change ocurred – to all of the Timber Harvest Forests. Their official designation was changed from "Timber Harvest" Forest to "Demonstration" Forest. The new name was felt to be more in tune with the broader range of management activities being considered for the forests.

THE MODERN ERA

During the past ten - fifteen years the Demonstration Forest program has received varied attention. A few forests have seen very little activity, while a few others have experienced an accelerated level of harvesting, research projects and demonstration programs. In most cases the harvests have covered more acres and removed more volume than the light selection cuts of the 1940s. Old compartment boundaries have often been discontinued or units have been consolidated.

In the mid-1970s an effort was made to "computerize" the remeasurement data from each forest. This was promoted by A.R. Ek of UW-Madison. Although some work was accomplished and a few growth and yield summaries were prepared in 1987-88, this effort remains far from complete at this writing. And with the declining emphasis on growth and yield studies by forestry research organizations the situation is unlikely to change in the future.

Also during the mid-1970s considerable effort was focused on revising the memo of understanding. The focus by some at the University was to see that the demonstration forests received more of a research focus. And the Forest Service's role was to be reduced to that of assisting when called upon. Forest Service tasks were largely to be shifted to the UW and the Wisconsin Department of Natural Resources (formerly WCD). However, these proposed revisions were apparently never formalized by signed agreement. At least no documentation is found in the files. Therefore the 1969 M.O.U. remains in effect today.

Presently the USDA Forest Service is essentially a silent partner, a somewhat de facto role in response to proposed changes. However, cooperation continues between the University and the Department of Natural Resources. And although the program has slowed, activity during the 1980s has included: a harvest and field day at Champion Valley; harvesting, site preparation, herbicide trials, and a field day at Wild Rose; and harvests at the Uhrenholdt, Chilsen, Wausaukee, and Carlin Forests.

History of Private Forestry Assistance

By Jerry Lapidakis
Wisconsin Department of Natural Resources

Wisconsin's history of assistance to private woodland owners is a relatively short one, embracing a time period of less than eighty years. Its most active period covered only forty-five years. In fact, its short history is clearly evident when you consider that a number of the pioneers of landowner assistance are in this room today.

The beginning of forestry assistance followed the harvest of the old growth forests, rampant fire, and the attempts at farming the north, and progressed through the replanting and regrowth of those forests.

The importance of managing the privately owned forests of the state became evident early. Shortly after his appointment to State Forester in 1904, E. M. Griffith made extensive resource studies. Important among the recommendations submitted by the commission that he chaired was the recommendation that technical forestry assistance be provided to farmers and other woodland owners.

There was talk of the need for assistance to woodland owners, but it was not until 1927 that true assistance to landowners began with the passage of the constitutional amendment that allowed taxation for forestry and the subsequent passage of the Forest Crop Law. These two farsighted changes in state policy opened the way for private owners to reforest cut-over lands without undue tax obligations.

Throughout the period from 1903 until passage of the Forest Crop Law in 1927, there was concern for and a recognition of the need to manage private forests. And there was a growing need to recognize the importance of rebuilding and preserving farm woodlots. In 1912, WCD contracted with the University of Michigan to do a study of farm woodlot conditions in Sauk, Lincoln and Manitowoc counties. Before that time laws were passed to encourage reforestation of lands, but they generated little interest due to their specific requirements; actual landowner assistance did not occur until later.

During this same time period, the University began extension activities with private landowners under cooperative agreements with the Conservation Commission. This work began in the northern eighteen counties and involved tree planting projects for wildlife and erosion control as well as educational efforts with schools. So, actually DNR's (WCD's) first efforts with private landowners were carried out by UW Extension.

As lands were entered under the Forest Crop Law, the need for help to landowners continued to grow. The FCL mainly met the needs of counties to enter large tracts of tax delinquent lands, mostly owned by industries, as an incentive for management. Gradually, more and more parcels were entered by small, private owners. In the 1920s WCD staff worked mainly on public lands, state forests and county forests. Cooperative Forestry Superintendent Fred Wilson told them they could assist landowners "if all their other work was finished." Strangely enough, the force of this order stuck with the staff and those that followed well into the '70s. Although it was never a written

policy, it was an attitude that was deeply entrenched in the work habits of WCD foresters for many years. Foresters assigned to county forests always considered private forest work secondary to their main responsibilities.

This attitude slowed the management of the smaller, private forest lands in the north and remained through the 1970s until the integration of the fire and management functions of the Bureau of Forestry. It was at that time that forest rangers were assigned private forestry duties along with fire control. They took this assignment seriously and have built a strong program of forestry assistance to private landowners. State Forester Milt Reinke was instrumental in this significant change.

So, in the 1920s landowner assistance consisted of the University planting trees in central northern Wisconsin, and state foresters offering advice to private owners as they had time. And the decade saw an increasing need for assistance to private owners. (It is important here to note that there were some others offering assistance to landowners. The Soil Conservation Service District conservationists in the north were mostly trained as foresters. In their work they advised many people of the need for good forestry practices to protect the land and increase future productivity.)

It wasn't until 1939 that the first "farm forester" was hired and stationed in Manitowoc County. The record is unclear, but I believe this was Joe Zagorski. He was only there until war looked imminent, when he was sent up north to Mercer to help procure timber for the war effort.

In 1945 the Conservation Commission approved a plan to expand to twenty-one districts covering the entire state. But this was only on paper. In 1946, two districts were established and two farm forester positions were set up, one each in Manitowoc and Sheboygan counties. I believe Adrian DeFriend was one and Zagorski may have been the other. It was not until completion of the first statewide forest inventory in 1955 that eleven of the foresters on that inventory crew were assigned to farm forestry districts in the southern half of the state. Assistance to private landowners was now a serious effort.

Major impetus was given to landowner assistance with the addition of the Special Classification provision of the Forest Crop Law in 1950 and the passage of the Woodland Tax Law in 1954. Both of these provisions were aimed at the smaller forest holdings on southern farm woodlots. The FCL Special Classification provision allowed entry of the larger of these holdings "outside of the intensive fire protection districts" and did not require payment of severance tax. The Woodland Tax Law was for smaller, irregular parcels (less than forty acres). Its stated purpose was for the protection of forest land that was "not more suited to any other purpose."

The first Wisconsin Forestry Conference in 1928 pointed out that the first and paramount problem was Wisconsin's land situation. Seventy-five percent of Wisconsin's forest land was classed as non-productive. By 1953, less than 25 percent was classed as non-productive.

The second Forestry Conference in 1953 noted:

> *The most pressing problem in improving the management of Wisconsin forest lands is on farm and small woodland holdings. It demands our attention. The job is to show this large group of forest landowners that the*

continuous production of a forest crop from their woodlands can be a profitable enterprise if a conscious effort is made at management and timber afforded the dignity of a crop.

This is a job of education, selling, and service, and we have just begun to scratch the surface. The state must have more foresters working on the problem; the University must provide intensified extension service; and *industry must provide forestry service to these small owners. In a large measure, the success that will be enjoyed in advancing sustained yield forestry on this class of ownership will depend upon the attitude and efforts of industry dependent upon this source of raw material. By working through organizations such as Trees for Tomorrow and AFPI and by individual effort, much can be accomplished. The private consulting forester will also play an increasingly important role as interest and activity are stimulated by these other programs.*

In 1954, the Conservation Commission adopted a policy to promote an aggressive program of small woodland management. This policy statement marked the third of three steps taken to promote forestry on private land in Wisconsin. First was control of fire. Second was the production of tree planting stock. The third step follows logically after the first two - management.

In the late 1940s and '50s, most landowners assisted were farmers whose winter activities included woods work to supplement the farm income. By the mid-50s the farm forester's work expanded to: processing tax law entries, preparing management plans, assisting on reforestation, stand improvement and harvest. Tree planting and stand improvement practices were increased with the offering of cost-sharing assistance by the federal government.

With the passage by Congress of the Cooperative Forest Management Act of 1950, farm forestry came alive. It provided a strong, effective cooperative program to bring technical services to private woodland owners and operators, both in forest management and in the harvesting and marketing of timber. It provided funds to states to hire personnel and manage landowner and timber producer programs.

The original CFM Act was expanded in 1978 as the Cooperative Forestry Assistance Act (CFA). It continues to provide strong support for Wisconsin's forestry program although dollars for technical assistance have diminished or been replaced by other programs.

New legislation in 1989, The Private Lands Stewardship Act, updates the CFA Act and provides a "new direction" for landowner assistance. This law emphasizes the changing nature of forestry from timber production to management of the total forest resource. It recognizes the changing values and wants of our urban society. The 1990 Farm Bill establishes a five year program for Stewardship with strong support by Congress. The future of it rests with the current budget deliberations in Congress.

Technical assistance in the 1970s and 1980s remained stable. But the period was not without difficult political struggles and fights for limited state budget appropriations. A legislative audit in 1975 raised questions as to the involvement of the state in providing assistance to private owners. The public benefit of the program was

scrutinized by urban politicians and auditors. And attacks on the forestry mill tax continue to gain support from an unbelieving urban population that sees its tax dollars going "up north" somewhere. Recent deficits in mill tax revenue have forced the DNR to reduce forestry budgets and hold open as many as fifty vacancies statewide.

On the state level, the revision of the Managed Forest Law in 1985 had a major impact on landowner assistance. The new law combined the Forest Crop and Woodland Tax Laws into one act. This was to standardize the program, make one set of easier-to-understand rules, and ease administration. The MFL also creates an additional workload with some new requirements and the need to maintain the old FCL and WTL contracts.

Through the years the private forestry program has remained strong, although not without change. The biggest change in the history of the program was the approval of NR 1.21 of the Wisconsin Administrative Code in 1989. This was the culmination of over seven years of discussions, meetings and committees on the future direction of the state's private forestry assistance program. The central issues driving this change were:

1. Large workload for DNR foresters due to the tax law, marketing and tree planting programs.
2. Increase in number of consulting and industrial foresters and their desire to gain a larger share of the work.
3. Changing landowner attitudes, needs and wants. Owners wanting a wide range of benefits from their woodland in addition to timber.
4. Budget and staff restrictions.

Out of the dialogue and meeting came a strategic plan and goals for providing assistance to landowners. Basically the administrative rule does several things:

1. Lists the priorities of servicing requests for DNR foresters.
2. Formalizes limitations on DNR services and further restricts DNR assistance on timber sales.
3. Authorizes the Cooperative Consulting Forester Program.

Summary:

Landowner assistance has had a relatively short history. Today, Wisconsin has a landowner assistance program that has few rivals in the nation. The growth of landowner assistance parallels the development of the forest tax laws, the federal cooperative forestry acts and cost-sharing programs. In the future, the DNR will play a strong part in landowner assistance. However, the state's role will change to one of educator, facilitator and cooperator. The new private forestry policy sets the tone for DNR assistance in the future. The policy recognizes that all the forestry "partners" must share in providing assistance to landowners. It also recognizes that forestry assistance is changing; only by looking at different methods of providing service will we serve the over 200,000 landowners and the citizens of the state. This new direction must be done remembering Wisconsin's sound heritage of forest conservation and service to people and the foresight of the pioneer conservationists who realized the importance of the state's 15,000,000 acres of private forest lands.

The Evolution of State Assistance to Private Landowners

1903 - Legislature passed comprehensive forestry law.

1904 - E. M. Griffith appointed state forester.

1905 - State Board of Forestry created.

1912 - University of Michigan study of farm woodlot conditions in Sauk, Lincoln, Manitowoc Counties.

1926 - Agreement between UW and WCD to initiate forestry program for private land owners.

1927 - Uniformity tax clause of state Constitution to allow special taxation of timber. Allowed Forest Crop Law passage.

1932 - F. G. Wilson appointed superintendent, Cooperative Forestry Division.

1939 - First "farm forester" hired.

1945 - WCD Commission approved plan to expand to 21 districts covering entire state.

1946 - First two farm forestry districts staffed in Manitowoc and Sheboygan Counties.

1950 - Federal Cooperative Forest Management Act (CFM) authorized assistance to states.

1952 - Eleven farm forester districts in operation covering 34 counties.

1954 - Woodland Tax Law becomes law.

1955 - First registered Tree Farm in Wisconsin.

1956 - 16 farm foresters on staff.

1958 - Farm forestry staff expanded to 32 foresters – Statewide inventory completed.

1959 - Now 46 stations with a staff of 53 foresters, 35 farm (or, private) foresters.

1965 - 50 private foresters (full and part time).

1975 - 64 man-years of private forestry assistance.

1976 - First female field forester. 1978 - Federal Rural Forestry Act (RFA) passed providing further direction to CFM program.

1979 - Wisconsin Woodland Owners' Association formed.

1982 - Forest rangers assigned private forestry duties in northern Wisconsin placing renewed emphasis on private forestry.

1986 - Managed Forest Law passed, repealing Forest Crop and Woodland Tax Laws.

1986 - New priorities for private forestry assistance become internal DNR policy.

1990 - NR 1.21 approved formalizing private forestry assistance priorities and establishing Cooperative Consulting Forester Program.

Consulting Forestry In Wisconsin

By William Seybold
Consulting Forester, Jefferson, WI

The consulting forester is the new kid on the block. It has only been since the late 1970s that consultants have been present in large enough numbers to effectively fill spaces in the forestry assistance field left by foresters serving in government agencies and forest products companies.

In 1939, George Banzhaf established his consulting firm in Milwaukee, which was one of the first of its kind in the United States. In 1957, Ed Steigerwaldt started his consulting firm in Tomahawk, and was joined by his son Ed in 1970, and his son Bill in 1977. As a forester for the DNR from 1951 to 1977, I observed an increasing pressure from the DNR policy makers and the consultants of that time to refer certain areas of private forestry assistance to consulting foresters. This was due to decreasing budgets and the fact that there were areas of assistance needed by the woodland owners that government agencies could not fill.

A number of prominent gaps existed in the forestry program. As a DNR forester, for example, I could not do timber appraisals, or act as an agent for a woodland owner who wanted to sell timber. By the early 1980s, it had become obvious that there were enough consulting foresters working in Wisconsin to require some type of working agreement between the two groups. A committee of consulting and DNR foresters began developing a cooperative working agreement in 1985, which was activated in 1989. One of the results of this agreement was the publication and distribution by the the DNR of a publication listing fifty-five private consultants and consulting firms, plus twenty-seven forest products companies offering consulting services.

Other points of this agreement are that the consultants meet the performance standards set by DNR for their own foresters; that the consultants furnish the DNR with information as to their education and experience in forestry, and their areas of speciality in which the consultant intends to operate. This information is used in the listing distributed by the DNR to persons wishing to contact a consulting forester.

The consultant agrees to make periodic reports to the DNR as to work accomplished, timber sold, management plans activated, etc. An annual meeting of DNR and consulting foresters is held to promote more cooperation between the two groups and to present educational programs for the benefit of the practicing foresters. This meeting is sponsored jointly by the DNR and the members of the Wisconsin Chapter of the Association of Consulting Foresters. In addition, consulting foresters are invited to training meetings held by the DNR for their own field foresters. These are positive steps to promote good cooperation between these groups and helps insure well trained personnel working with woodland owners in Wisconsin.

As a group, the consulting foresters of Wisconsin offer assistance in every phase of forestry. This can vary from the appraisal of a single shade tree in a front yard to an inventory of thousands of acres of forest land. Before the arrival of the consulting forester, it was difficult to obtain forestry information for trying court cases, settling

damage claims, and probating estates involving forestland because there were no experts available to furnish accurate information in these areas. Agency foresters are not permitted to furnish this kind of information.

Although the woodland owner selling timber could get limited assistance from agency foresters, the consultant can assist the owner from start to completion of the timber sale – marking and tallying the timber, representing the owner in selecting a reputable buyer, negotiating a sound timber sale contract, and assuring compliance to the contract.

The benefits to the woodland owner in using a consultant in managing his or her woodlands are prompt and individual attention to their needs and the wide range of assistance the consultant can give the owner.

The quality and expertise of the assistance given by the private consultant, the agency forester, and the industrial consultant appear to be comparable. The main difference between the private consultant and the other two categories is that the private consultant is paid directly by the woodland owner for the services rendered while agency and industrial foresters are paid by their respective employers. Fees charged by private consultants may vary depending on the type of assistance required and the experience of the individual forester. However, fees are fairly standard throughout Wisconsin.

In the 1960s there was considerable effort devoted to a proposal to license or certify practicing foresters in Wisconsin. While DNR foresters and industrial consulting foresters must meet certain levels of experience and education to be employed, persons entering the private consulting field do not necessarily have to meet such requirements. The DNR screens applicants wishing to be listed in their *Directory of Consulting Foresters* and the Association of Consulting Foresters requires a high standard of experience and education for its members. With the fast changing situation in the field of private forestry assistance, it may be time to reconsider some type of certification.

What is the future for consulting foresters in Wisconsin? All indications are that there is an increasing demand from private woodland owners for assistance from consulting foresters and this field is growing at a rapid rate. I think the future looks great.

Forest Landowner Organizations

By Alvin Barden
Wisconsin Forest Productivity Council

Several systems of promoting an increased wood supply have developed in Wisconsin over the last 45 years. In each case, the emphasis has been on increasing the wood produced on private non-industrial forest land. A variety of organizations have initiated various approaches to encourage landowners to manage their woodlands for greater production. I will describe four of them.

Industrial tree farm programs developed as major wood using companies recognized that they needed a more reliable, long term supply of wood. As early as 1965, individual companies offered services to landowners who were interested in managing and harvesting their timber. These services varied from company to company, but usually included the preparation of a written forest management plan which incorporated the landowner's goals. Five of those industrial family tree farm programs thrive in Wisconsin today.

The Nekoosa Landowner Assistance Program (NLAP) started in 1965. Company foresters will inventory a member's timber, prepare a map and develop a written management plan encompassing the member's wishes for management of the land. If the landowner chooses, he or she personally can carry out the recommended practice, such as a timber sale. However, the landowner can also request the company to prepare the sale and see that it is completed as planned.

Nekoosa Papers, now part of Georgia Pacific Corporation, initiated NLAP to assure that land under the program is being managed according to sound resource management policies. The company enters into a "first right of refusal" agreement with the landowner.

Professional forestry advice is provided at no cost to the landowner. However, work such as site preparation, herbicide application and planting are done at cost. In addition to these services, the NLAP member receives a newsletter twice a year and is invited to an annual Tree Farm Day.

The Nekoosa Landowner Assistance Program serves the company and members in central and west central Wisconsin. Over 200 members own and manage about 30,000 acres of timberland.

The largest industrial tree farm family program in Wisconsin is operated by Consolidated Papers Inc. About 780 tree farmers who own over 150,000 acres of forest land participate in Consolidated's Tree Farm Family. Minimum requirements for membership include having at least 10 acres of forested land and a determination to manage timber under long range forest management objectives.

The objective of the Consolidated Papers Tree Farm Family is to encourage proper forest management by offering at no cost, the assistance of company foresters to advise landowners in the planning, planting, cultural treatment, harvesting and marketing of timber crops. Landowners receive a management plan on their lands.

Tree Farm Family members receive a newsletter three times a year and they are

invited to an annual Field Day. Most Consolidated Tree Farm members own land in central Wisconsin, though there are members from Ashland to Richland counties.

Johnson Timber Corporation, headquartered at Hayward, Wisconsin, has a two level approach to landowner assistance. Johnson Timber provides consultant services at no cost. Management plans are written for all landowners who request them. The company contracts additional services with those landowners whose wood meets the needs of the mills and is harvestable. Those who contract with Johnson Timber can have foresters mark timber, assist in timber sale set up, supervise the harvest operation, and help in reseeding the roads after harvesting is completed, as well as provide other technical advice.

Since inception of the program in 1973, over eighty landowners who own 9,000 acres of timberland around Hayward have contracted forestry services with Johnson Timber. Landowners who have contracted with Johnson Timber own lands within a radius of 75-100 miles around the corporation's mills in Hayward, Ashland and Hixton.

The Thilmany Tree Farm Family Program was started in 1977 by Thilmany International Paper. The services of the company foresters are offered at no cost to about 325 people who own 38,000 acres of woodland. A semi-annual newsletter is provided to members and all are invited to participate in the annual Field Day.

A Thilmany forester will inventory the timberland, prepare a written forest management plan which includes the owner's goals, advise the landowner on government assistance programs and the implementation of silvicultural recommendations.

If the landowners sell their timber to Thilmany or one of their suppliers, the forester will mark the sale, plan the harvest, assist with contracting the sale and provide limited supervision. The landowner is expected to follow the management plan, harvest timber when called for in the plan and protect the forest from damaging agents.

Mosinee Private Landowner Assistance Program, which began in 1980, has nearly 200 participants who own 25,000 acres. Most members have land in northwestern or central Wisconsin. Members of the Mosinee program are provided a forest inventory, a management plan, assistance and supervision for tree planting, preparation and supervision of a harvest operation and other forestry advice. Mosinee Paper Corporation asks for the right to bid on any timber sale and will provide a market for those forest products that are suitable for their manufacturing needs. An annual Field Day with a tour and technical sessions brings program members together. Occasional mailings provide additional information.

Increasing pressures on the forest resource of Wisconsin have emphasized the need for members of the wood using industry to identify with and support management efforts of forest landowners. While none of the existing industrial landowner assistance programs have ironclad contracts requiring that wood from the land of members be delivered to sponsors' mills, it is apparent that a substantial portion of the wood produced is sold to those sponsors. Increasing intensity of management and greater productivity of lands managed under the guidance of professional

industrial foresters have demonstrated the value of the landowner-wood using industry partnership over the last quarter century. The value of such a partnership is likely to grow in the years ahead.

A second approach to working with and supporting the interests of forest landowners in Wisconsin is the Wisconsin Woodland Owners Association. This organization was formed in 1979 with a nucleus of 13 members. The spark that sprang to life at that time had been smoldering over a quarter of a century.

The suggestion was made at the end of the Silver Anniversary Forestry Conference in Milwaukee in 1953 that there should be an organization of woodland owners. Such an association would enable those individuals to develop and share their common interests. After that first suggestion, the idea was discussed by many people in a variety of forums. Finally, in 1976, the Department of Natural Resources Bureau of Forestry (DNR) requested a grant from the U. S. Forest Service to bring the new group into being.

The first person employed was Floyd Hovarter who served as acting executive director from June 1, 1979 until August 31, 1980. During this time the organizational meetings were held, the interim board of directors was elected and membership categories were developed. There were 804 members by August 1980.

The purpose of WWOA is:

> *The Wisconsin Woodland Owners Association, Inc. was established in 1979 to advance the interests of woodland owners and the cause of forestry and to develop public appreciation for the value of Wisconsin woodlands and their importance in the economy and overall welfare of the state; to foster and to encourage the wise use and management of the woodlands and all related resources in Wisconsin.*

Membership is over 1,400 with members in twenty-six states and two foreign countries. Eight chapters have been formed.

Activities or projects undertaken by WWOA include supplying scholarships to organizations with missions in environmental education or in training persons in resource management, taking a position on legislation and appearing on behalf of forest landowners in public hearings. WWOA co-sponsors numerous educational conferences, has a traveling exhibit, and has addressed ethics and honesty of the logging community in dealing with landowners.

Clearly, WWOA speaks on behalf of the private timberland owner in Wisconsin as no other group can. Given the track record of WWOA in its first eleven years, it will continue to be a powerful voice of and for the private woodland owner in Wisconsin.

The Wisconsin Forest Productivity Council is the newest organization formed to provide forest management assistance to private forest landowners. The Wisconsin Forest Productivity Council (WFPC) is a public/private coalition of organizations from industry, conservation education, landowners, professional resource managers and public land managing agencies. Founded in 1985, WFPC is dedicated to encouraging private non-industrial forest landowners to increase yield on their forest land and to creating better public understanding of good forest management practices.

The Council conducts county landowner workshops each year, providing details on

the resource management information and services available to landowners in each of those counties. The information provided focuses on who can help the landowner with technical, financial or educational assistance. At the workshop, individuals representing most of the offices in the county who work with forest lands and programs make brief presentations on what they can do to help the landowner. Landowners have opportunities to ask questions of the speakers.

A resource catalog of those services provided in the county, who to contact, and where, is developed and given to each person who attends the workshop. Landowners have an opportunity to request management assistance in a variety of areas by completing a questionnaire. This provides the information necessary to ensure that they get the help they need.

Since the first workshop was held in Waupaca County in September 1986, workshops have been conducted across Wisconsin from Marinette to Douglas and Vilas to Crawford counties. Workshops have been held in eighteen counties. They have been attended by 1,986 landowners who own 211,000 acres of forest land.

Results of the work of WFPC are illustrated by data reported in the May 1990 WFPC Newsletter. The following are examples taken from that publication:

> *Consulting Foresters gained at least 41 clients from WFPC workshops or referrals, most in 1989 or early 1990, as reported by eight consulting forester firms.*
>
> *Industrial Tree Farm Families reported 26 new members in workshop counties up to two years prior to workshops. Up to three years after workshops, 69 new members were gained.*

Wisconsin Forest Productivity Council relies on assistance from representatives of industry, agencies, public and private cooperators and individuals. Success of the organization in fulfilling its mission depends on the cooperation of many who are interested in the same purposes. There is every reason to believe that many more landowners will increase their forest productivity as a result of the continuing effort by Wisconsin Forest Productivity Council.

The last organization that I will discuss has been on the scene the longest and has, perhaps, had the greatest impact on the thinking of the people of Wisconsin of any of those included in this presentation. Trees For Tomorrow Inc., "Trees" for short, has influenced the management practices and understanding of the importance of natural resources of two generations of Wisconsinites.

Founded in 1944 by nine paper companies, Trees For Tomorrow set out to increase the supply of fiber available to industry in the state. At that time, 80 percent of the pulpwood used in Wisconsin was imported. The new organization wanted to get landowners interested in growing more wood. Landowners could receive 1,000 seedlings a year for two years. If tree seedlings were given away, landowners would not only plant those trees but become interested in planting more which they would purchase. Thus the free trees were an incentive to self help.

As tree planting machines were developed in the mid-1940s, many landowners became interested in the less expensive method of planting. Trees For Tomorrow eventually owned four planting machines which were used to plant millions of trees.

Under the machine planting program, landowners bought their planting stock, furnished a tractor and labor and paid Trees For Tomorrow $3 per hour for use of the machine.

As new plantations were established and landowners became aware of the value of their timberland, it became apparent that landowners needed help in managing existing timber. Trees For Tomorrow began offering free forest management services to landowners.

In 1953, in the spirit of self help, a fee of $.10 per acre was charged to place a value on the service. More requests were received for management plans after the fee was charged than when the plans were free. The management plans included a map of the property, a description of the land and cover types, and recommendations for managing the area over the next ten years. The plan contained a schedule of when management practices were to take place.

Most landowners had little or no experience in setting up and harvesting their timber, even if they recognized it should be cut as the next step in managing their forest land. Trees For Tomorrow established a service for marking timber, and setting up and supervising the sale for the landowner. Again, a self-help fee was charged.

It was recognized that many people in the state had limited contact with the land and crops that grew on it. To have good resource management policy would take an informed public. This could be done best by working with teachers and other leaders in a community.

In 1946 Trees For Tomorrow entered into an agreement with the U. S. Forest Service to operate the camp in Eagle River. The first to use the camp was a group of seven resident teachers enrolled for a five-week course sponsored by Wisconsin State Colleges.

It took a long time to build up the programs at Eagle River but in 1957, 3,500 individuals took park in workshops there. By that time, many high schools participated in three day workshops, many civic clubs and organizations attended adult workshops, and teachers regularly filled the summer sessions. Workshop programs varied to meet the needs of the individual groups. However the theme throughout was the wise use and management of our natural resources. Particularly with adult groups, the ways in which their organization could help others in their community were explored.

The forest management programs of Trees For Tomorrow were discontinued in 1969 and 1970. Costs of supplying trees, equipment and professional expertise all entered into the decision. But the value of the work done by Trees For Tomorrow and those who were influenced by "Trees" lives on today and tomorrow. These numbers summarize the work of Trees For Tomorrow in 1969, very near the end of the forestry programs:

distributing and machine planting	22,000,000 trees
preparing management plans	370,000 acres
estimating and marking timber	407,000 cords
supervising timber sales/ 71 during 1968	55,000 cords
registration at the "Trees" camp	75,000 people

Registration at the Trees For Tomorrow Natural Resources Education Center, its current name, totals 250,000 now. This, too, tells a lot about the progress that has been made in making people aware of opportunities to learn about our natural resources and encouraging their participation in programs to do so. The work of Trees For Tomorrow has changed, but its goal has remained the same. The task is still to inform people of the significance of the proper use and management of our natural resources. And so it will be.

The History of Forestry Education at the University of Wisconsin-Stevens Point

By Robert J. Engelhard
College of Natural Resources, U.W. Stevens Point

Introduction

The College of Natural Resources at UW-Stevens Point is the largest natural resources school in the nation. Our fall 1990 enrollment includes 1,220 undergraduate and 47 graduate students. We offer undergraduate majors in forestry, paper science, resource management, soil science, water resources, and wildlife management. Within these specializations our students may select their major from one of twenty-four degree emphases. There are five emphases in forestry: forest management, forest administration, urban forestry, forest recreation, and recently approved, wood utilization and marketing. We also offer fourteen minors at the College to allow students to pursue academic study in areas of interest complementary to their major course of study.

At last count we had twenty student chapters of various professional organizations within the college. Most of our students are members of one or more of these organizations and participate in their professional and social activities. For forestry students there are the student chapters of the Society of American Foresters, the Society of Arboriculture, Wisconsin Parks and Recreation Association, the Fire Crew, and the honorary Xi Sigma Pi. Membership and participation in the activities of these organizations is not confined to foresters, however. Students from other majors cut pulpwood in the fall with the Society of American Foresters or help fight forest fires with the Fire Crew. And forestry students are active in other organizations as well, including the Soil Conservation Society, Isaac Walton League, and the American Water Resources Association. You'll find foresters patrolling stream banks during the sturgeon spawning season, on the eagle walk, and the soil judging team.

The College also includes fourteen noninstructional, but educationally essential, support programs. These include our multimillion dollar summer camp, Treehaven. Located on 960 acres of forest land donated to our University Foundation by Jacque and Dorothy Vallier, this facility operates year around as a center for field study and research. The Vallier's gift also included enthusiasm, time, and support. Through their efforts others have been encouraged to help build the classrooms, dormitories, dining hall, shop and living quarters which now comprise this excellent facility.

The University of Wisconsin-Extension has twelve full or part time professionals on campus with specializations in environmental education, lake management, groundwater, water quality, forestry, and regional planning. We operate the Central Wisconsin Environmental Station north of Amherst Junction at which 10,000 students ages 8 to 80 study ecological interrelationships and environmental management every year, and the 200 acre Schmeeckle Reserve on the university's north campus which houses the Wisconsin Conservation Hall of Fame. Our College building is home to the Wisconsin Environmental Education Center, Environmental Task

Force, the Waste Management Center, and the Wisconsin Forestry Hall of Fame.

The academic mission of our university identifies as one of its select goals to provide undergraduate and graduate programs in natural resources. Forestry at Stevens Point has been designated a Center of Excellence within the University of Wisconsin System.

The Beginning

I began the history of forestry education at the University of Wisconsin-Stevens Point by talking about the College of Natural Resources, and the variety of educational opportunities our College offers because the foundation of our educational philosophy is that these resources, forests, soils, water and wildlife, are inseparable. They cannot be managed individually, and future managers will need to know about all these resources. Not just one or two.

There's nothing new about this idea. Gifford Pinchot, our nation's first forester, Governor of Pennsylvania, and first Chief of our national forest system wrote about his struggle with this concept in his autobiography *Breaking New Ground*. He wrote,

> *The forest and its relation to streams and inland navigation, to water power and flood control; to soil and its erosion; to coal and oil and other minerals; to fish and game; and many other possible uses or waste of natural resources – these questions would not let me be. What had all these to do with forestry? And what had forestry to do with them?*
>
> *Here were not isolated and separate problems. My work had brought me into touch with all of them. But what was the basic link between them?*
>
> *Suddenly the idea flashed through my head that there was a unity in this complication – that the relation of one resource to another was not the end of the story. Here were no longer a lot of different, independent, and often antagonistic questions, each on its own little separate island, as we had been in the habit of thinking. In place of them, here was one single question with many parts. Seen in this new light, all these separate questions fitted into and make up the one great central problem of the use of the earth for the good of man.*

Pinchot elaborates on what he perceives as "the good of man" as he continues,

> *It was McGee (ed. note. Dr. W.J. McGee), for example, who defined the new policy as the use of natural resources for the greatest good of the greatest number for the longest time.*

Finally, concerning the "new policy" Pinchot writes,

> *Having been born, the new arrival was still without a name. There had to be a name to call it by before we could even attempt to make it known, much less give it a permanent place in the public mind. What would we call it?*
>
> *Both Overton (Overton Price) and I knew that large organized areas of Government forest lands in British India were named Conservancies, and the foresters in charge of them Conservators. After many other suggestions and long discussions, either Price or I (I'm not sure which*

and it doesn't matter) proposed that we apply a new meaning to a word already in the dictionary, and christen the new policy Conservation.

And so the history of our College of Natural Resources, our forestry program, and our philosophy of education at Stevens Point, began with the word "conservation."

In 1936, Wisconsin enacted a law requiring conservation concepts to be taught in Wisconsin's public schools. The task of teaching the future teachers attending Stevens Point State Teachers' College about conservation fell to chemistry Professor Fred Schmeeckle. Schmeeckle had taught agriculture in Nebraska prior to coming to Stevens Point. He experienced the Dust Bowl. He believed in conservation. What he lacked in academic knowledge about the management of our forests and wildlife, he more than made up for in his enthusiasm for the conservation ethic. It was not long before Stevens Point became known as Wisconsin's "conservation college."

The end of World War II saw record numbers of veterans returning to school, courtesy of the GI Bill of Rights. With the reputation Stevens Point had acquired for teaching conservation, it was not surprising that some of these veterans arrived on campus to begin preparing for their outdoor careers. The nation's first major in conservation was approved for Stevens Point by the regents in 1946 and Schmeeckle received money to hire two new faculty. He selected Bernard "Friday" Wievel, a Platteville alumnus, whose PhD training was in environmental education with emphases in wildlife and entomology and Walter "Bob" Sylvester who had a B.S. in forestry from Michigan and an M.S. in wildlife from Pennsylvania State.

This new major in conservation was unique because it provided for limited academic training in all resources, forestry, soils, water and wildlife. The concept differed from the philosophy of traditional forestry education. Other schools offered extensive specific training in a single resource. Students wishing to qualify as professionals in forestry, wildlife, soils, fisheries, would need to study six or eight years to qualify as experts in all of these fields as traditionally taught.

However, since a bachelors degree is a four year program of study, it was impossible to have both breadth and depth in the time available. Schmeeckle's decision to train "generalists," while it appealed to prospective students, did not appeal to many employers.

Almost from the first, the program produced more conservation majors than jobs available. As a result, some students came to Stevens Point with the intention of transferring after a year or two, to complete their studies elsewhere. At the time, Wisconsin universities didn't offer undergraduate training in forestry or wildlife. Students desiring to complete these majors were forced to leave the state, often with reluctance and frequently permanently. However, the demand for conservation education was so great in those years that enrollment continued to grow in spite of limited demand for conservation graduates. To meet the need, faculty were added with training in soils, forestry, and wildlife. The number of courses offered in these specializations increased, as a result. In the early 1950s Sylvester began a summer camp program in cooperation with the Wisconsin Conservation Department. Students would work half a day and study the other half. They were paid for their work on Conservation Department projects, and their income defrayed the cost of their summer education.

In 1964, we became Wisconsin State University, Stevens Point. Throughout the land university enrollments were growing more rapidly than at any time since the end of World War II. Ours was up 20 percent from the previous year. The university's Conservation Department had seven faculty, enough to begin thinking about offering majors in forestry and wildlife. However, of these seven faculty, only three had PhDs. Those who lacked the degree were encouraged to return to school to complete their doctorate. New faculty were recruited either with the PhD or with the understanding that they would make "significant progress" annually until requirements were completed. We were a university, and university faculty were expected to have quality credentials.

In 1965, the Wisconsin legislature adopted a unique program of tuition reimbursement for state residents wishing to pursue a "first professional degree course of study . . . not offered in a Wisconsin public institution of higher education." Under this law qualifying students were eligible to receive an amount approximating the difference in cost between Wisconsin resident tuition and the cost of tuition at the university selected. Forestry was one of the courses of study recognized under this act. In September of that year, our faculty submitted a proposal to offer a major in forestry. It was approved by the Board of Regents early in 1966.

The proposal had only one more hurdle to clear, approval by the Coordinating Council for Higher Education. It was submitted in the Spring of 1966 but action was postponed until the next monthly meeting at the request of our President Albertson and President Harrington of the University of Wisconsin. At the next meeting of the Coordinating Council the University of Wisconsin submitted its proposal to teach forestry. The Council tabled both and asked staff to look into whether forestry should be taught in Wisconsin; if so, the Council asked how best to have it taught, and the extent of complementarity and competition between the proposals from Stevens Point and Madison.

The issue of whether to offer forestry education was debated hotly and enthusiastically. Few foresters in the state were without opinion about where a forestry major should be located, if one was needed at all. An Advisory Committee on Forestry Education consisting of members of the forestry community in the state was formed to assist the Coordinating Council's staff in completing their study.

In March 1968 the Coordinating Council adopted the recommendations of their staff, to approve both proposals. Two oversight committees were formed, one to advise on program quality and the other to insure cooperation between the two forestry programs. Madison would teach forest science and Stevens Point would teach forest management. Officially, the decision was made purely on economic considerations. The state paid about $53,000 in tuition reimbursements for Wisconsin students to study forestry in the 1967-68 year. The total estimated 1969-70 cost of implementing the two proposed undergraduate forestry majors was $35,000.

The Growth of Forestry Education

While the debate over whether to teach forestry in the state, was going on, the Coordinating Council approved Stevens Point's request to offer a major in resource

management. Since Coordinating Council's approval was not needed for minors, we obtained permission in 1967 to teach forestry as a minor within the resource management major. Students completing this program met the federal civil service standards for professional forestry positions including the Forest Service, Bureau of Land Management, and Park Service. Graduates also competed successfully for forestry positions with industry, counties and a number of states. A few students transferred into the forestry major from the resource management major – forestry minor program as soon as forestry was approved. As a result, our first class of twenty-one foresters graduated in 1969.

The forestry major approved by the Coordinating Council for Stevens Point was a blend of the generalist philosophy of the conservation major and the educational requirements prescribed for the forestry profession by the Society of American Foresters. During the student's first two years, and extending through summer camp, they were required to complete detailed introductory courses in forestry, soils, water, and wildlife. After summer camp, during their last two years, students completed required forestry courses. This educational format remains the same today as then, and applies to all five forestry emphases.

Accreditation of our forestry program by the Society of American Foresters (SAF) became the next goal once we began offering the forestry degree. The SAF had a minimum waiting period of five years from the time the forestry major was initiated until a school could receive an accreditation visit. For us, that would be Spring 1973. A new College of Natural Resources Building was being planned for our campus. We decided to defer accreditation until we occupied that new building. That was scheduled for Fall 1973. In the meantime, we were granted affiliate status in 1969, the first necessary step toward full accreditation. This provided SAF recognition to our program and indicated that we were working with the Society toward full accreditation.

We received approval for a second degree emphasis in 1971. It was called forest administration. Forestry training would remain the same as in forest management but collateral study would give greater emphasis to communication and social sciences studies including business, economics, and political science. That same year, President Lee Dreyfus created the College of Natural Resources. He named Dr. John B. Ellery, Dean until the faculty could find someone permanent. Later in the year, Dreyfus selected Dan Trainer, from the University of Wisconsin-Madison to be our Dean. Dan named Jim Newman Assistant Dean, and university "merger" made us the University of Wisconsin-Stevens Point.

In the summer of 1972 through an arrangement with the Ministry of Forestry and Environment, Baden-Wurttemberg, West Germany, we initiated a program of international environmental study. That summer, forty students, two faculty plus families, fifty-two in all, spent four weeks studying forestry and natural resource management in the cradle of conservation, Germany's Black Forest. That summer we also placed our first student interns with industry. Next summer, 1991, will mark twenty years of continued success for both the international studies and intern programs.

Accreditation was granted in 1976. That was also the year we were invited to join



The College of Natural Resources building on the UW-Stevens Point campus. Home of the largest natural resources program in the nation.

Madison, Platteville, and River Falls in the University of Wisconsin Agriculture and Natural Resources Consortium. Through the Consortium research monies are made available on a competitive basis for cooperative applied research with Madison faculty. Teaching faculty need to keep abreast of current developments in their field. Scientists need to do research and publish to gain recognition and to make their contribution to the intellectual knowledge of their profession. Research is an important mechanism for meeting both these very important needs.

Initial accreditation is granted for five years. Subsequent accreditation is for a maximum of ten years. When the SAF accrediting team visited our campus in 1981, we had grown to become the largest forestry program in the nation. Our undergraduate forestry enrollment was 672. While flattering because so many students wanted to study here, the numbers were far too large for our facilities. We since have implemented more rigorous academic standards and reduced enrollment.

Key to our enrollment success has been our record of graduate placement, often twice the national average. Mike Pagel, the university's Assistant Director of Career Services, and one of our college's alumni, deserves much of the credit. For the past fourteen years our faculty and Mike have worked together to help graduates qualify for and find forestry jobs. The task has been made easier by our successful anticipation of market needs. For example, graduates of our urban forestry emphasis, implemented in 1974 under the direction of Professor Robert Miller, and our forest recreation emphasis, implemented in 1978 under Dr. Richard Geesey, ahead of national trends have enjoyed outstanding placement success since their inception.

Current Developments

As we pause to review the historical events which brought forestry education to UW-Stevens Point, it is appropriate to take a moment to talk about today and our vision of tomorrow.

We are presently working with the Wisconsin Forestry Education and Training Committee to provide a program of continuing education. The committee is composed of representatives of state government, our colleagues at Madison and the University of Wisconsin-Extension. Our faculty will cooperate in offering a series of workshops each year to provide continuing education for foresters employed by state agencies.

Last year, the University of Wisconsin System granted our request to seek a distinguished professor of forestry in the area of wood utilization and marketing. We are presently in the process of selecting a person to fill that position. The successful candidate will guide the implementation of the undergraduate forestry emphasis in that recently approved specialization. As the trees in our forests grow larger, they become a more valuable raw material for the manufacture of an ever broader array of products. Graduates of this new program will be well trained to serve the needs of the solid wood products industry. In Wisconsin, this industry is made up almost exclusively of small business. Data for 1985 indicate that 90 percent of the state's lumber and wood products establishments have fewer than fifty employees. We believe this segment of the forest products industry will expand significantly in the future. Graduates of this new program will be trained to help these businesses take



Pulp cut fall fundraiser. University of Wisconsin - Stevens Point student chapter of the Society of American Foresters.

A History of Forestry Education at the University of Wisconsin-Madison

By Jeffrey C. Stier and Ronald L. Giese
Department of Forestry, U.W. Madison

In early 1897, the Wisconsin legislature passed an act for the appointment of a commission to formulate desirable forestry legislation for the state. Contending that they could not frame rational propositions without a more thorough knowledge of forest conditions in the State, Filibert Roth was engaged to explore the "actual forest conditions and forestry interests of the State, which would require a more or less exhaustive reconnaissance in the field." Among the final recommendations of the resulting report was a suggestion to form a State Department of Forestry to assure the proper management of properties for continued wood crops.

> *The forest department can be made useful in that direction, if equipped with such technical advisors, by showing to these forest owners the financial advantages of such management. In addition,* ***the state should provide at the university or in connection with some other educational institution the means for the study of forestry*** *.*

The University of Wisconsin-Madison's interest in resource management started at about the same time. Professor W. A. Henry's work, *Settler's Handbook of Northern Wisconsin*, was published in 1895 and Professor L. S. Cheney accompanied Filibert Roth during part of the 1897 survey of forest conditions in Wisconsin. A Board of Forestry was established in 1905 to replace the Department of Forestry which had been founded two years earlier. Membership of the Board consisted of the President of the University of Wisconsin, The Dean of the College of Agriculture, the state geologist, the Attorney-general and a member appointed by the Governor. By 1915 President Van Hise, E. A. Birge (dean of the College of Letters and Science), and W. A. Henry and H. L. Russell (both deans of the College of Agriculture) had all served on the Wisconsin Board of Forestry. Van Hise published *The Conservation of Natural Resources* in 1910.

E. M. Griffith, who was Wisconsin State Forester, conducted a course of sixteen lectures for 164 students at the University during the winter of 1907-1908. The nature of the course was not one of professional training. Rather "he sought to give students, some of whom might in the future give support to his cause, the basic concepts and an appreciation of forests, so inherent a part of the culture of central Europe".

On March 5, 1909, U.S. Secretary of Agriculture James Wilson announced the choice of the University of Wisconsin as the site of the new Forest Products Laboratory. Although both the University of Michigan and the University of Minnesota had offered to spend greater sums of money for a laboratory building, Wisconsin won the laboratory "...because of Madison's location and because of the University's excellent reputation for practical scientific research." Under a tentative cooperative agreement, the Forest Service stipulated that laboratory personnel would deliver lectures on the subjects of forestry and forest products utilization.

Throughout the prewar period, the FPL staff offered courses in forestry and wood technology at the University. E. M. Griffith, in his fourth annual report as State Forester confirmed that:

> *The staff of the Forest Products laboratory . . . during the winters of 1910-1911 and 1911-1912, gave some sixty lectures on the general principles of forestry, the course being open to all students of the University, and they also gave a technical course, of about the same number of lectures, on the utilization of forest products and wood preservation, to the junior and senior students, in the College of Engineering,*

A 1914-1915 Bulletin of the University of Wisconsin provided a description of the following nine "Courses in Forestry and Wood Technology:"

101 - Forestry and Utilization of Wood (2 credits)
102 - Wood Technology (2 credits)
103 - Industrial Chemistry Applied to Forest Products (2 credits)
104 - Sugars, Starches, and Celluloses (3 credits)
105 - Dyestuffs (3 credits)
106 - Physical-Organic Chemistry (3 credits)
107 - Research in Organic Chemistry (Hours arranged)
108 - Chemistry of Forest Products (Hours arranged)
109 - Chemical Seminary

The program in Forestry and Wood Technology was supplemented by relevant courses in the Departments of Plant Pathology, Botany, Manual Arts, Railway Engineering, Roads and Pavements, Agricultural Engineering, and Mechanics.

By 1916, twelve courses were being given on topics such as wood utilization, wood technology, structural timbers, and industrial chemistry applied to pulp and paper, wood preservation and wood distillation. More than 200 students, including graduate students, were enrolled in these courses. The Laboratory also provided research facilities for students working on advanced degrees.

In 1927, courses in Forestry and Utilization of Wood (Fall) and Wood Technology (Spring), both of which were taught by Forest Products Laboratory staff, appeared for the first time in the regular College of Agriculture Bulletin. Each was a two credit course instructed by Mr. Harry D. Tieman, whose name is now associated with an annual scholarship at UW-Madison.

This pattern persisted until 1942 when an instructional Department of Forest Products was established and four more courses were added:

101 - Properties of Wood (2 credits)
103 - Industrial Chemistry Applied to Forest Products (2 credits)
119 - Fungus Deterioration of Forest Products (2 credits)
200 - Research (Hours arranged)

When Forestry and Wildlife appeared in the College Bulletin as an instructional department, the "Research" course (200) was transferred from Forest Products to the Forestry and Wildlife listing, but the other five courses remained in the College offering under Forest Products for more than a decade. Although the numbering

system changed in 1964, the descriptions remained the same. By 1972, no courses were listed under Forest Products, but the introductory comments about the area of Forest Products have been carried in each Bulletin to the present.

The University of Wisconsin offered a two-year ranger program from 1913-1915. The Forest Ranger's Course had been proposed by Griffith in the 1911-1912 Report of the State Forester. An instructional Department of Forestry was set up for purposes of offering the course through the auspices of the University. In a separate bulletin describing the course, it is noted that:

> *The Regents of the University have established a department of Forestry in the College of Agriculture for the purpose of organizing courses of study for the training of Forest Rangers, and also to give instruction to both Long and Short Course students in Agriculture, in the care of woodlands, especially the management of farm wood lots.*

F. B. Moody (M.S.), the Assistant State Forester, was listed as Assistant Professor of Forestry. This is the first record to be found of a forester being appointed as a professor within the University System. The following course description was presented for the first time in the 1913-1914 Bulletin:

> *The forest ranger's course, covering a period of two full years, aims to prepare men for such positions as forest ranger, guard, tree planting expert, or forest nursery foreman. Besides instruction at the College of Agriculture, the course includes practical field work in the State Forest Reserve, offered in cooperation with the State Board of Forestry.*

The College of Agriculture at UW-Madison registered the first students in January of 1913. Instruction included the areas of dendrology, silviculture, soils, surveying and mapping, history of forestry, forest measurements, meteorology, fish and game, camp management, and mechanical drawing. In spring, the students went to Trout Lake for a month of nursery work where they gained experience in lifting and planting stock, and transplanting and preparing seed beds. "It was this first group of ranger students that set out the trees of the Star Lake plantation of two-year seedlings in the spring of 1913, under the supervision of W. D. Barnard." This was followed by instruction from F. G. Wilson in surveying and use of the transit at Little Tomahawk Lake. Further training in use of the compass and location of section markers occurred at Muskellunge Lake. Professor Moody completed the field sessions near Boulder Junction with work pertaining to cruising and timber estimation. The second year of instruction (in Madison) covered utilization, entomology, pathology, protection, law, administration, and economics related to forestry.

When the first Forest Ranger's class advanced to the second year of study, another new class was enrolled. "One of that second group, F. G. Kilp, was far from encouraged. He and his friend Hugh Percy discussed whether they should go home to Fond du Lac or continue, but fortunately they did continue." By the second year of the program, Professor Moody had resigned and Associate Professor A. M. Cook was listed as Chairman of the Department with Mr. R. R. Fenska (M.F.) as Assistant in Forestry. Professor Cook was "Formerly connected with United States Forestry Service as Supervisor Arapahoe National Forest, Colorado." In 1915, the Forest Ranger's

program was listed in the College bulletin for the last time with the Chairmanship vacated, and Mr. Fenska still listed as Assistant.

The first regular university course in forestry began in 1914 and was called Farm Forestry:

> *1. Farm Forestry. Relation of forestry to agriculture. Care of the woodlot, windbreaks, shelterbelts; starting new trees in the woodlot, methods of propagation, selection and identification of species; measuring the crop, sale value. First Semester; lectures and field practice; one credit.*

The course was planned to meet the needs of students in Agriculture desiring a "general knowledge of the forestry and economic principles underlying the formation and intelligent protection and use of the farm woodlot." Instruction was given by means of lecture, and of "demonstrations on the woodlots of the University Farm."

In his remarks opening the 1928 Commercial Forestry Conference, D. C. Everest, general manager of Marathon Paper Mills at Rothschild, said, "The College of Agriculture at the University of Wisconsin has taken a deep interest in the subject of the land situation. Dean Russell and Prof. Hibbard are devoting much of their time to this subject and the establishment of the short course in forestry is evidence of the cooperation we may expect from Dean Russell and the College of Agriculture." H. L. Russell, Dean of the College of Agriculture was quoted as saying:

> *Green forests, millions of acres of them, are urgently needed in Wisconsin. We need these forests today, and we are going to need them even more in the years that lie ahead. From an economic standpoint it is of greatest importance that we do something to make possible the continuance, and if possible the extension, of the wood-using industries in the State. They must have timber if they are not to close down and wipe out payrolls that aggregate millions of dollars annually. The thousands of families whose financial support comes from the woodworking industries, represent a most important market for the produce of Wisconsin farms and factories.*

In terms of continuous professional staffing, forestry can be said to have had its formal University inception in 1925 when F. G. Wilson became a staff member on the Madison campus. Noble Clark, then assistant to the Dean of the College of Agriculture, commented:

> *An extension specialist in forestry was in January, 1925, made a member of the staff of the College of Agriculture of the University of Wisconsin in joint cooperation with the State Conservation Commission and the Federal Government. This man has aided farmers in forty-six counties of the state in the better management of their farm woodlots, and has established demonstration forest plantations in thirty-two counties.*

In November of 1927, the first Woodsmen's Short Course in timberland management was held at the College of Agriculture. Clark said:

> *So far as is known this was the first time that organizations engaged in the lumbering industry have called upon an educational institution to*

help train their employees in the actual details of their work. Those in attendance were experienced woodsmen who came for information in addition to what they had been able to obtain in the school of experience. The interest in the short course was such that there was a unanimous demand that the course be repeated.



Members and instructional staff of the 1927 Woodsmen's Short Course in Timberland Management (Courtesy UW-Madison Department of Forestry).

The 1927 Annual Report of the Extension Forester, noted that it was the interest in selective logging which prompted the course in Timberland Management. The course was ten days in length and was conducted in cooperation with the Forest Service and the State Conservation Commission. Wilson said,

> *This course was built around the subject of selective logging, but included practical work in the use of explosives, wood identification, log scaling and forest protection. Three days were spent in the field examining old plantations and selectively logged areas. Seventeen men, logging superintendents, cruisers and rangers attended and endorsed this first effort to give instruction in forestry, to those in charge of woods operations.*

The course was repeated in 1928.

University of Wisconsin-Madison College of Agriculture Dean H. L. Russell anticipated the importance of introducing forestry awareness to the state's youth. During his visit to Australia in 1925, he was introduced to the concept of school forests and upon his return he advocated establishing such a system of forests in Wisconsin. The Forest County Land-Use Planning Committee was receptive and the first large scale

implementation of the school forest concept was realized with the creation of the Crandon, Wabeno and Laona school forests in 1928.

At the university level, a Pre-Forestry program was instituted as a "Middle Course" in Agriculture at the University of Wisconsin in 1934 and was "... arranged to permit Wisconsin students who plan a professional training in forestry to attend the University of Wisconsin for two years, later transferring for the balance of the course to any one of the several institutions in other states which offer a degree in forestry." The curriculum included courses in composition, chemistry, mathematics, agronomy, entomology, botany, soils, bacteriology, drawing, biochemistry, plant systematics, dendrology, and engineering.

Ten years after the Commercial Forestry Conference, the general opinion as to need for higher education in forestry had been reversed. Clark and Hoveland published the collective appraisal of the Committee on Forestry which concluded that:

> *It must be emphasized that professional training in forestry is not offered at the University of Wisconsin-(Madison). Moreover, it would not be wise to establish a school of forestry now. There are more than enough professional forestry schools in the United States to meet the present demand for competently trained foresters . . .*"

In 1954 a new department of Forestry and Wildlife Management, was instituted. It brought together the faculty of the former Wildlife Management Department and two Extension Foresters. Also envisaged were future appointments for the conduct of research in forestry not covered traditionally at the University of Wisconsin. This structural arrangement persisted until 1962 when an autonomous Department of Forestry was established. At that time, coincidentally, the Genetics Department decided to emphasize its basic research programs and consequently the applied forest genetics position was transferred to the Department of Forestry. In subsequent years, new fields of expertise have been added in forest economics, management, wood technology, biometrics, wood and fiber chemistry, recreation, forest ecology, operations research, statistics, geographic information systems, silviculture, and remote sensing. Teaching, research and extension programs are combined into an integrated department.

Early in the life of the new Forestry Department, discussions centered around mechanisms to capitalize on the comprehensive talents of a diverse forestry faculty represented not only by staff salaried in the Forestry Department, but also by the rich resource of professional foresters in the departments of Agricultural Economics, Entomology, Plant Pathology, and Soil Science. A Forestry Planning Committee comprised of faculty from the Department, plus D. M. Benjamin (Department of Entomology on behalf of joint appointees), and R. L. Youngs (Chief, Division of Solid Wood Products at the Forest Products Laboratory) requested approval, from the College of Agriculture, of a plan to develop a forestry school based on the premises that 1) a first-class forestry program could only be located at a major university, 2) forestry extension and research had less impact on forestry practices in Wisconsin than was desired, and 3) forestry provided career opportunities for a relatively small number of Wisconsin high school graduates. They suggested a five-year, highly structured,

professional program leading to a Master of Forestry degree and which would be accreditable by the forestry profession and certifiable by the Federal Civil Service Commission.

The University of Wisconsin Regents endorsed the creation of a School of Natural Resources at Madison in 1967, which was to include forestry instruction at the baccalaureate level. The proposal required consideration by the Coordinating Council for Higher Education and an advisory group was formed in 1967 which, along with the staff of CCHE, explored 1) the major aspects of need, 2) types of programs that might be offered, and 3) institutional roles and capabilities. The Advisory Committee recommended implementation of an undergraduate major with a broad interdisciplinary focus.

These endorsements gave impetus to the development of an undergraduate Forest Science curriculum. In 1971, forty-three years after the Wisconsin Commercial Forestry Conference, the Department of Forestry at UW-Madison received accreditation. In 1976, following the mandatory five-year initial period, the department was awarded reaccreditation for the full ten year period. It now functions as one of forty-six institutions accredited by the Society of American Foresters. The department's undergraduate program in Forest Science has consistently been ranked as one of the four best in the country by National Education Standards Inc.

On the research side, the Department of Forestry is one of sixty-four units among the certified state institutions participating in the national McIntire-Stennis cooperative forestry research program. According to the U.S.D.A., the University of Wisconsin-Madison Forestry Department has ranked first nationally since 1981 in the number of scientific journal articles published per researcher.

Faculty of the Forestry Department have written over fifty textbooks and reference books while at the University of Wisconsin-Madison. One recent book, *Introduction to Forest Science,* is noteworthy because it represents the first collective departmental effort. The book contains chapters written by sixteen present and two former University of Wisconsin-Madison faculty members. This undergraduate textbook, which is now in its second edition has been widely adopted throughout the United States.

The interdisciplinary focus that the Coordinating Committee for Higher Education called for in 1967 has continued to guide the forestry program at UW-Madison. In 1988 the Department of Forestry, along with the Center for Limnology and the Department of Wildlife Ecology, formed a Center for the Management and Conservation of Biological Resources. This center provides a mechanism for interdisciplinary teaching and research in the biological resources at both the undergraduate and graduate levels. The University of Wisconsin Board of Regents declared the Center a UW System Center of Excellence in 1988.

The University of Wisconsin-Madison has a long history of ties to forestry education, research and extension, ties which reflect the relationships between forestry and agriculture as forms of land use. That history is rich with the names of Wisconsin's early pioneers in resource conservation and management, names like C. R. Van Hise and H. L. Russell. It is also associated with the names of those individuals who have

been recognized as forestry leaders through induction into the Wisconsin Society of American Foresters Forestry Hall of Fame. The list includes E. M. Griffith and F. G. Wilson, who served as instructors in the state's Forest Ranger's course, and F. G. Kilp, who was a member of the second class of that course. It also includes Raphael Zon, who was the university's first forestry research professor and F. B. Trenk, an early forestry extension professor, and S. A. Wilde, pioneer researcher and teacher in forest soils. It is the rich tradition that these men established in forestry education, research and extension that is being carried on today by the forestry program at UW-Madison.

Forestry Education at UW-Madison

Year	Events/Comments
1905	State Board of Forestry established with President of the University of Wisconsin and Dean of College of Agriculture defined as members
1907	First forestry course offered; instructed by State Forester E. M. Griffith
1910	Forest Products Laboratory established in cooperation with the University of Wisconsin
	Van Hise book, "The Conservation of Natural Resources" published
1912	First Department of Forestry established by Regents
1913	Two-year Forest Ranger program instituted
	First forestry teaching professor, F. B. Moody, appointed as Assistant Professor of Forestry
1914	Lecture and laboratory courses in "Forestry and Wood Technology" offered at the University of Wisconsin by Forest Products Laboratory staff cooperating with University Departments
1925	F. G. Wilson appointed as first extension forester
1927	First Woodsmen's Short Course in "Timberland Management" offered
	Forest Products courses offered by Forest Products Laboratory staff through the Department of Agricultural Engineering
	First forestry research professor, Raphael Zon appointed as Professor of Forestry
1931	F. B. Trenk appointed as extension forester
1934	Pre-forestry undergraduate program established
1942	Instructional Department of Forest Products established
1954	Department of Forestry and Wildlife Management established
1962	Department of Forestry established
1968	Wisconsin Coordinating Committee on Higher Education authorized undergraduate program in Forest Science
1970	Society of American Foresters (SAF) granted affiliate status for professional forestry education as of January 1, 1970
1971	Forestry program received full accreditation retroactive to June, 1971
1976	Reaccreditation awarded by SAF Council
1986	Reaccreditation awarded by SAF Council. BS/MS professional degree program implemented.

Citation For 1990 Distinguished Service Award
Wabeno Logging Museum

Previous recipients of our Association's annual distinguished service awards have usually been the larger and better known organizations and museums in Wisconsin.

Today we honor a museum which, although small and relatively unknown, has made a significant contribution to the preservation of logging and lumbering history of Forest County.

The Wabeno Logging Museum is a memorial to the logging town that existed in 1905 when five sawmills operated within its borders. Enhancing the typical displays of artifacts salvaged from those pioneer days is one of the two Phoenix steam haulers in Wisconsin, and one of only four still in existence anywhere. It was purchased in 1909 by the G. W. Jones Lumber Company and they used it until 1935. Subsequently the town of Wabeno bought it in 1944. When the community began its annual logging show in 1965, that same steam hauler became the only one to actually run and pull a load of logs on a typical logging sleigh. Should you want to see that star attraction perform, be sure to visit Wabeno on the weekend after Labor Day when the community celebrates its annual Logging Exposition and Harvest Festival.

The building housing the Wabeno Logging Museum was originally built in 1938 under the sponsorship of the Wabeno Lions Club. Today the Wabeno Park Commission, in cooperation with a number of local history buffs, operate the museum.

Among other relics of the early logging era that have been preserved by the Wabeno Logging Museum and its supporters is a log cut from what was reputed to have been the largest pine tree in Forest County at that time: measuring 7 feet 2 inches in diameter across the butt end, and tapering to a 15 inch top, it contained five 16-foot and one 14-foot log. Those six logs had a total scale of 9,000 board feet!

For its dedicated efforts in preserving many relics of the colorful logging and lumbering era of the early years of this century, we are greatly pleased to recognize the Wabeno Logging Museum by presenting this plaque to its representative and president of the Wabeno Park Commission, Mr. Willard Ehlinger.

Citation For 1990 Distinguished Service Award
Jay H. Cravens

Previous recipients of our annual distinguished service award for the preservation of forest history have been representatives of a wide variety of vocations. In past years, we have recognized a lumberjack, an agriculturalist, a naturalist, a timber industry executive, a wildlife specialist, a wood technologist, several historians or authors, a pediatrician, a geographer, and several professional foresters.

Today we take special pleasure in honoring another professional forester whose contributions to, and role in forest history are more of a contemporary nature, rather than with pioneer forestry or early-day logging or lumbering.

The career of Jay H. Cravens began in 1948 with the U.S. Forest Service, following his earning of both a bachelor's and a master's degree in forestry at Colorado State University. After serving in several key administrative positions, he became Regional Forester at Milwaukee and then Associate Deputy Chief at the national headquarters in Washington, D.C. When his Forest Service career concluded in 1976, he became a professor of forest resource policy and administration until 1987. Subsequently he embarked on a third career, that of consultant with the oldest and most prestigious consulting firm in the Lake States, the George Banzhaf Company of Milwaukee.

Jay Cravens has been a particularly outstanding member of the Society of American Foresters since 1949, not only serving in various capacities at the state and chapter levels, but in 1987 became national president of that organization. Additionally, Jay has served as chairman of the Wisconsin Governor's Council on Forest Productivity, and has been a member of the board of directors of the Michigan-Wisconsin Timber Producers Association for a number of years.

Last, but not least, Jay was a director of the Forest History Association from 1978 - 1980 and was instrumental in getting the Association's first educational leaflet published, "Firsts in Wisconsin Forest History" which has been distributed free to history departments of state high schools and colleges.

In recognition of his numerous roles in, and contributions to, the contemporary history of the management of Wisconsin's forest resources, we take great pleasure in presenting this plaque to Jay Cravens as a token of our esteem.

Annual Report of Secretary-Treasurer

(Fiscal Year Ending 6/30/90)

To begin with, I call attention to my financial report for the 1988-89 fiscal year, as printed in the 1989 PROCEEDINGS. I stated in my written text that we had ended that year "in the red" to the extent of $873.00. However, the statistical tabulation indicated an operating gain (profit) of that amount because the typesetter overlooked putting brackets around that figure to show it as a loss, as stated. Proofreaders, including me, failed to notice that typographical error, for which I apologize.

Happily, I can now report that our operating gain for the past fiscal year turned out to be $853.00, practically offsetting the previous year's loss. Truly, we are a nonprofit organization, and the numbers prove it! Without going into details, let me just say that revenues from new members, particularly from **new** members, plus a highly successful auction sale, adequately covered our major expenses of publishing, postage and office supplies. Copies of the detailed report are available on request, and as usual, will be printed in the 1990 edition of the PROCEEDINGS. I am sure that you are all interested in the extent of our cash assets at year-end, compared with the previous year. On June 30,1989, we had a total of $29,926.00 in our checking and investment accounts. With the addition of our operating gain of $853.00 and the receipt of $777.00 in donations to the general capital fund and the student scholarship fund, and with the expenditure of $1,261.00 from the capital fund for a new office copier (as authorized by resolution), we had total cash assets on June 30, 1990 of $30,296.00.

I would like to remind you that interest income from our investment accounts are an important item in our operating revenues. For that reason, the capital fund does need to increase steadily in order to keep pace with higher operating costs that appear to be in the offing. The outlook for the current fiscal year is not as bright as it was a few months ago. Your Board of Directors adopted a balanced budget at its May meeting based on some fairly conservative estimates of potential revenues versus operating costs. We all know what has happened since; the possible effects on the general economy will inevitably affect our Association as well. For a variety of reasons, to be discussed later during the "open floor" forum, an increase in our membership dues appears to be quite justified.

Now for an update on the status of our membership. The ongoing membership promotion/retention program resulted in the addition of 17 new individual members and three new corporate members to our roster. However, we did lose nine members due to non-renewals, which was the fewest number in many years. Those numbers, however, do not indicate a really substantial net growth in the total membership, which continued to fluctuate between 230 and 240. Attrition due to deaths, out-of-state moves and loss of interest appear to be the principal reasons for our static numbers. It is especially disturbing to note that of the 162 charter members who joined the Association in 1976, only 55, or 33 percent are still members fifteen years later. Obviously, membership retention rates a high priority in our day-to-day activities.

As some of you are aware, the duties of secretary-treasurer have included representing the Association at various meetings and conventions around the state, as well as preparing and manning exhibits on certain occasions. For example, in the fall of 1989, I attended a convention of the Wisconsin Society of American Foresters at Wisconsin Dells at which I had the honor of presenting the citation and plaque for the induction of Earl W. Tinker into the Wisconsin Forestry Hall of Fame. Tinker, the first regional forester for the U.S. Forest Service, was our Association's nominee for that distinction. Our exhibit on that occasion was on the theme "The Landlookers" and included a photo of Tinker as a latter-day landlooker as he viewed the cutover lands of the Thunder Lake Lumber Company east of Three Lakes, which later became the nucleus for the Nicolet National Forest. Last June, I had that same exhibit, along with some other displays at Wausau's third annual "Log Jam" festival, all of which attracted considerable attention. Needless to say, it was another busy year, as witnessed by the almost 400 hours I spent on Association affairs. However, it was an enjoyable year for the most part – I didn't have time to get bored and dwell on the negative aspects of a retiree's life. Thank you again for the opportunity to further the interests and objectives of the Association.

Frank N. Fixmer
Secretary-Treasurer

Minutes of Annual Members Business Meeting

October 5, 1990

The meeting was called to order by President Baumann at 10:05 a.m. with about 40 members, their spouses and registered non-members present.

The minutes of the meeting of October 6, 1989 were read by the Secretary and approved without any additions or corrections.

President Baumann presented his annual report and was followed by Treasurer Fixmer's annual financial report. Both were accepted and approved, and are appended to these minutes, along with the operating statement for the fiscal year that ended June 30, 1990. Copies are available upon request and will be published in the 1990 PROCEEDINGS.

In the absence of the chairman of the nominating committee, his report was given by the Secretary to the effect that all five members of the board of directors whose terms had expired were being nominated to continue for another two-year term. On motion by David Lane and second by John Saemann, approval was voiced to close further nominations and to have the Secretary cast a unanimous ballot for Albrecht, Baumann, Harm, Sohasky and Vallier to succeed themselves for the ensuing two years.

On motion by Mrs. Connor and second by Ned Revie, the acts of the board of directors and the officers of the Association were duly ratified.

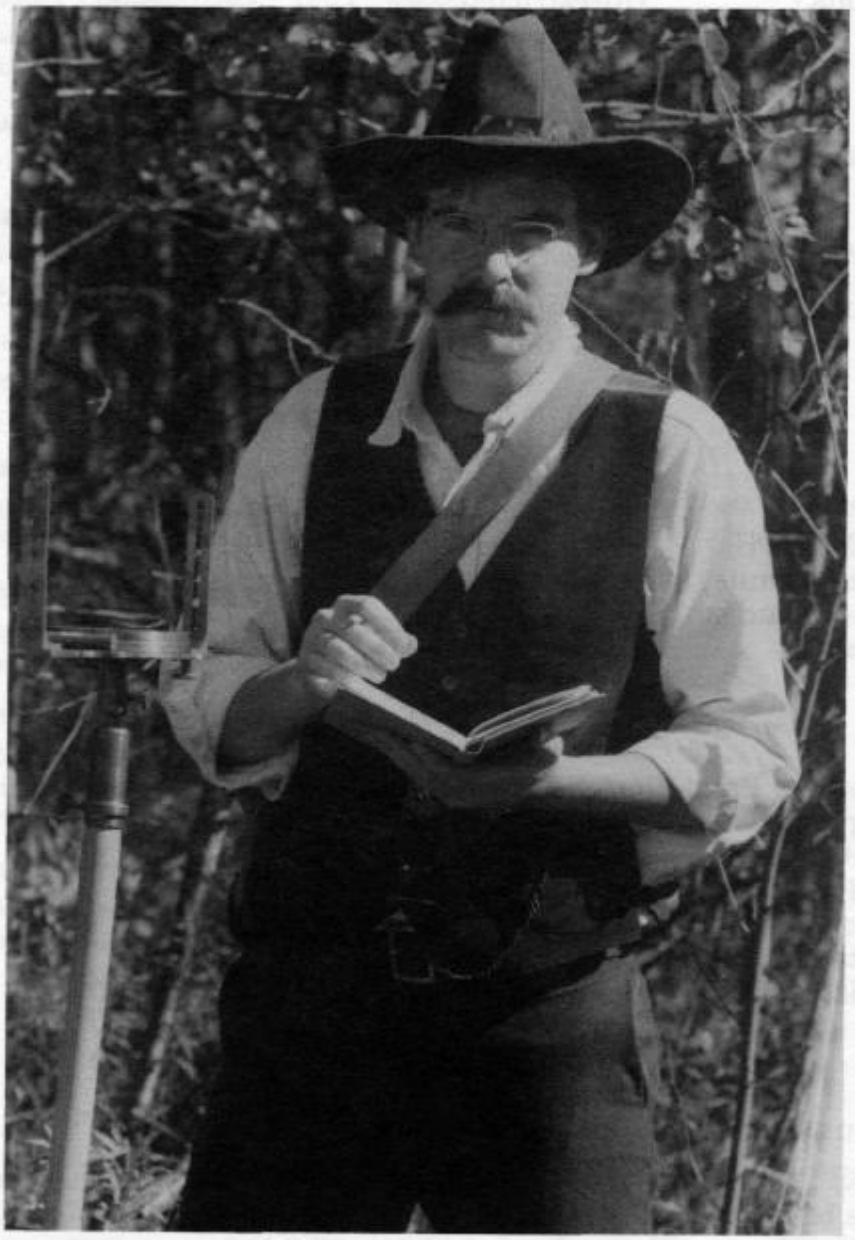
Following an explanation by Secretary Fixmer of the need to officially amend Article I - Section 3 of the By-Laws relative to an increase in the annual dues for individual and family memberships, discussion ensued on the pros and cons of the proposed increase. On proper motion by Forest Stearns and seconded by Jay Cravens, it was unanimously approved to increase individual membership dues from $12.00 to $15.00 per year and family membership dues from $20.00 to $25.00, both to become effective July 1, 1991.

Secretary Fixmer then explained the need for further restricting the free distribution of the annual PROCEEDINGS, now consisting of approximately 230 copies, at a cost of over $1,100.00, to a select list of public libraries and local historical societies/ museums. The problem arises from the steadily increasing cost of publishing and the limited operating funds available due to a relatively static membership. A companion question is the desirability of setting a fee for copies of the PROCEEDINGS instead of reducing the number of organizations receiving free copies. Discussion concluded with a motion by Vallier, seconded by Saemann, and approved, to send a letter to those organizations explaining the situation and soliciting their donations toward the cost of publishing the PROCEEDINGS.

The question then arose as to what days of the week, and of the month, the annual members meetings might better be held to increase attendance and to avoid possible conflicts with meetings of several other organizations. Alternatives discussed were a late August date instead of early October, and a Saturday-Sunday session instead of the usual Friday-Saturday format. When a lack of consensus became apparent, Saemann moved and was seconded, and approval given to leave the decision up to the

Board of Directors and its annual meeting planning committee for the 1991 meeting. There being no further business, the meeting was declared adjourned at 11:00 a.m.

Frank N. Fixmer
Secretary-Treasurer



Rob Nurre - "The Surly Surveyor"

Forest History Association of Wisconsin
Operating Statement 7-1-89 thru 6-30-90



RECEIPTS				
Membership Dues -	Individuals -	renewals	2,228.50	
		new	202.00	
	Corporate -	renewals	525.00	
		new	150.00	
	Others -	renewals	0	
				3,105.50
Donations -	Unrestricted		24.00	
	1990 Student Awards		49.00	
				73.00
Sales	Publications		53.99	
	Auction		576.00	
				629.99
Annual Meeting				869.08
Other Income	Checking Account Interest		79.18	
	Investment Accounts - NLR		1,693.00	
		CD	498.22	
				2,270.40
	TOTAL INCOME			6,947.97
DISBURSEMENTS				
Postage, permits, labels				490.81
Stationery and supplies				405.02
Publishing -	Chips & Sawdust		470.70	
	Proceedings		2,671.20	
				3,141.90
Membership Promotion & Retention				102.55
Distinguished Service Awards				57.42
Student Awards				300.00
Annual Meeting				789.36
Donations - Forestry Hall of Fame				100.00
Exhibits, film, photos				53.02
Administration	Services		400.00	
	Travel, phone, office mtc.		52.10	
	Bonding & insurance		111.00	
				563.10
Miscellaneous	Bank debits		5.00	
	Copy Services/Copy mtc.		86.28	
				91.28
	TOTAL DISBURSEMENTS			6,094.46
OPERATING GAIN (or LOSS)				853.51

Available Back Issues of Proceedings

(Prices Indicated Are Postpaid)

- **3rd Annual Proceedings** - 1978 - $2.00
  "Tanneries and the Hemlock Bark Industry"; "Railroad Logging in Wisconsin"
  "Pulpwood Rafting on Lake Superior"
- **4th Annual Proceedings** - 1979 - $2.00
  "The Northern Wisconsin Settler Relocation Project"; The Development of the Wisconsin Paper Industry"
  "The Menominee River Boom Company"
- **6th Annual Proceedings** - 1981 - $2.00
  "History of Logging on the Menominee Indian Reservation"
  "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982 - $3.00
  "The Apostle Islands and the Lumbering Frontier"; "History of Logging in Vilas County, WI"
- **8th Annual Proceedings** - 1983 - $3.00
  "History of Log Transportation in Wisconsin"; "The Last Logging Railroad Operation in Wisconsin"
  "The Civilian Conservation Corps"
- **9th Annual Proceedings** - 1984 - $4.00
  "Footprints in the Forest - What the Loggers Left Behind"
  "Drummond, WI - Rust-Owens Company Town"
- **10th Annual Proceedings** - 1985 - $5.00
  "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 - $5.00
  "Historic Chippewa Falls, WI"; "Women Came to the Woods"
  "Eau Claire and the Lumber Industry"
- **13th Annual Proceedings** - 1988 - $5.00
  "Logging and Early Shawano"
  "Tigerton Lumber Company 1887 - 1987: The First Hundred Years"
  "Oshkosh: The Rise and Decline of a Lumber Center"
- **14th Annual Proceedings** - 1989 - $5.00
  "Salvaging Deadheads on the Menominee River"
  "The Boom and Bust of Peshtigo Harbor"

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 Frank Fixmer, Secretary-Treasurer, F.H.A.W., 403 McIndoe Street, Wausau, WI 54401.

"FOREST PRODUCTS TRANSPORTATION BY RIVER, RAIL AND ROAD"

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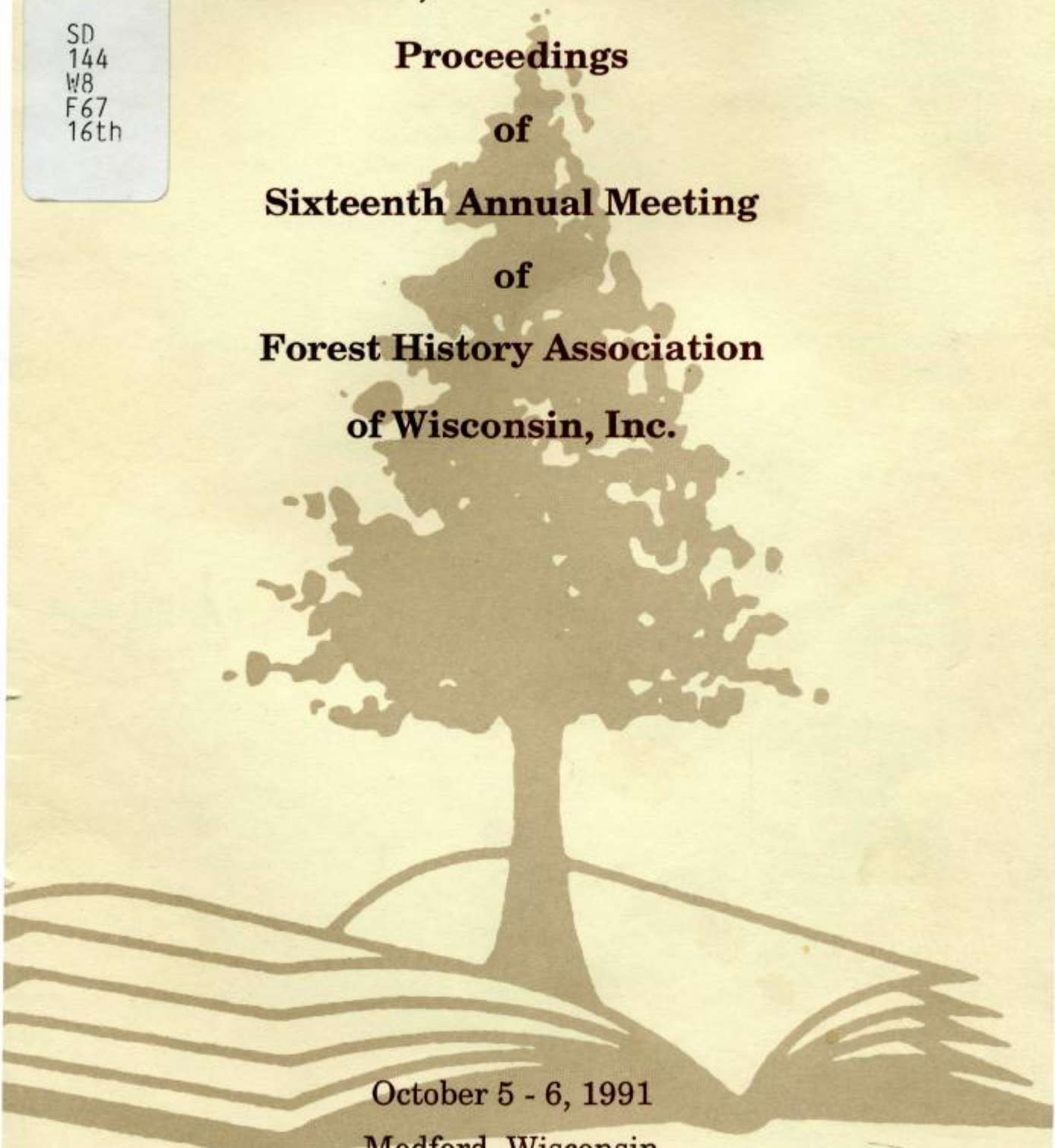
of

Sixteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.



October 5 - 6, 1991

Medford, 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 Forest History Association of Wisconsin, Inc., 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 1991-1992 are: Mike Sohasky, president; Eugene Harm, vice-president; Frank N. Fixmer, secretary-treasurer; Jacques D. Vallier, Thomas Albrecht, Karl Baumann, Don Lambrecht, Randall Rohe and Forest Stearns.

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

History of the Nicolet National Forest
Some Historic Events in Wisconsin Logging
Some Events in Wisconsin Forest History
Bibliography of Wisconsin Forest History
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 54401



The Print Shop, Wisconsin Rapids, WI 1992

Proceedings

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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 written papers presented at the Sixteenth Annual Meeting of the Forest History Association of Wisconsin on October 5-6, 1991, at the VFW Hall, Medford, Wisconsin. A special feature of our Sixteenth Annual Meeting was a tour of the Mondeaux Recreation Area, the subject of one of this year's presentations. The Pinery Road, Pete and Dot Lund, provided entertainment at our awards dinner. The Board of Directors is most grateful to the Medford VFW for their hospitality. Their help assured a successful meeting. The Board also extends its appreciation to the various speakers who presented papers and to Robert Rusch, Patricia Schroeder, Emil Falasky, Bonnie Felix and Sandra Bant, who comprised this year's planning committee.

Randall Rohe, Editor
Patricia Collins, Assistant Editor



F.H.A.W. Traveling Exhibit.

Forest History Association of Wisconsin
16th Annual Meeting of Members
October 5-6, 1991
Medford, Wisconsin

THEME: *Forest Products Transportation by River, Rail and Road*

Saturday, October 5th - VFW Hall

8:00 a.m. – Registration, coffee/donuts
9:00 a.m. – Welcome and introductions – Robert Rusch
9:10 a.m. – River Drives and The Round Lake Logging Dam – Patricia Schroeder
9:30 a.m. – The Mondeaux River Dam and Recreational Area – Cari Ver Planck
10:00 a.m. – Origin of the Lakeshore & Eastern Railroad, 1888-1890 – John Berg
10:30 a.m. – Coffee break
10:45 a.m. – W. H. Bradley: His Town and the MT&W Railroad – Charles Stats
11:15 a.m. – Logging Railroad Locomotives of Wisconsin – Larry Easton
12:00 p.m. – Luncheon – VFW Hall
1:30 p.m. – The Evolution of the Modern Logging Truck – Ed Beaumont
2:00 p.m. – Medford's Wisconsin Central Railroad: Its Birth, Death and Renaissance as "The Pine Line" – Robert Rusch
2:30 p.m. – Coffee break
2:45 p.m. – Business session: Officers' Annual Reports – Bant/Fixmer
3:30 p.m. – Auction of Artifacts and Memorabilia
5:00 p.m. – Social hour – VFW Hall
6:00 p.m. – Dinner – VFW Hall
Distinguished Service Awards
Entertainment: *The Pinery Road* – Pete & Dot Lund

Sunday, October 6th

9:30 a.m. – Assemble for field tour – VFW Hall
10:00 a.m. – Tour begins: (Tour guide: Dawn Meier, U. S. Forest Service)
12:00 p.m. – Brown bag lunch at Mondeaux River Dam and picnic grounds
1:00 p.m. – Return trip to Medford
2:00 p.m. – Arrive back at VFW Hall and adjourn

President's Annual Report

Welcome to the 16th annual meeting of the Forest History Association of Wisconsin. We are so pleased to hold our meeting at the VFW hall this year, at a time of renewed pride in our country brought on in a large part by the performance of our military in the Gulf War.

First of all, I would like to thank the planning committee of this year's meeting, Robert Rusch and Patricia Schroeder whom you have already met; Emil Falasky; my sister, Bonnie Felix, who works at the R C and D Office in Medford; and my daughter, Sandra Bant, who works at the Human Services Department in Medford; and to Frank Fixmer who came to our aid. A very special thank you to Sandy and Bonnie for handling the myriad of details that could have only been accomplished because of their familiarity with Medford and its resources. We would all like to thank our speakers who took the time to prepare papers and come to Medford to present them. They are the main attraction of our meeting and they've done a great job. All of these people are very busy but took time to help, and to quote Bob Rusch, "If you need something done, ask a busy person."

During the year we have done much to meet the objectives and goals of our Association. As you all know, of major importance is our publications, "Chips & Sawdust" and the "Proceedings." Our Association is very fortunate to have Dr. Randall Rohe of Waukesha as the editor of both publications. It is a monumental job which he works at year-round. As one quarterly issue of "Chips & Sawdust" is finished, he begins work on the next one and in between he works on the "Proceedings." Lynn Paque, head of Public Relations at the U.W.C.-Waukesha, assists him with typing and Pat Collins helps with the preparation for distribution. Georgia-Pacific (formerly Nekoosa Papers) donated paper for our "Proceedings" and Badger Paper Mills of Peshtigo has donated paper for "Chips & Sawdust," which has resulted in substantial savings in producing these publications.

At our annual meeting last year, members agreed that there should no longer be free distribution of "Proceedings" to libraries and historical societies. Response to a notice of intent to charge was so poor that the Board decided to send them out with a formal invoice for the $5 charge. Invoicing of that $5 charge resulted in 46 (20%) of 227 mailings responding, of which only 35 (15%) paid the $5 and 11 (5%) rejected it by written comment. A notice of intent to charge, along with an order form and a sample of the contents, will be sent for this year's "Proceedings."

A policy has been drafted for the loan of our portable display, which helps publicize the Association and its objectives. Plans are being made to add photos and photo mounts to show additional themes. Frank Fixmer has been responsible for displaying our exhibit at Wausau's Log Jam festival on June 21st through 23rd, the Wisconsin Society of American Foresters fall conference at Eau Claire on September 10th and 11th and the Wisconsin Woodland Owner's Association in Madison on September 21st and 22nd. If you know of additional places to display our exhibit, or if you know of anyone who would like to borrow it, please let Frank know.

The student scholarship award program has become very successful. Randy Rohe mailed flyers to over 100 institutions statewide. This year produced eleven papers from students at nine institutions, with the winner of the $300 scholarship award being Gregg Kvaley of Kimberly, a freshman at Fox Valley Technical College in Appleton. Randy has repeated his distribution of the announcements for the 1991-92 academic year. The board agreed to either publish winning essays in "Chips & Sawdust" or have it presented at the annual meeting and publish it in the "Proceedings."

The Association made donations of $100 each to several forestry related preservation projects – to Trees for Tomorrow Environmental Center towards the Landmark Pines project; to the Round Lake Dam reconstruction project sponsored by the U. S. Forest Service, Price County Historical Society and Friends of the Round Lake Logging Dam; and to the Forestry Hall of Fame.

Our Association has lost two of its beloved members, R. C. "Doc" Brown and Fred G. Wilson. "Doc" Brown passed away just before our annual meeting last year and Fred Wilson passed away this summer. A formal resolution was drawn up memorializing Doc's contribution to the preservation of forest history and establishing a capital fund in his name, the investment income from which would be used to supplement the Association's annual student scholarship fund.

Fred Wilson's obituary in the *Wisconsin State Journal* in Madison the day after his death specifically stated that memorials could be donated to the Association, which he generously supported financially. The Board will decide at its October meeting how the memorial fund's investment income may best be used to commemorate Wilson's achievements and contributions to the state's forest heritage. The Association's exhibit on early reforestation and fire protection has been renamed "The F. G. Wilson Memorial Exhibit."

The Wisconsin forest products industry is the largest employer in twenty-eight counties and second in nine others and touches everyone's lives through the daily use of forest products and enjoyment of our national, state and county forests. Because our forests contribute so greatly to the development and continued growth of our state, our plans for the coming year are to continue to help preserve our forest history and to assist other groups in that endeavor; to continue honoring the contributions of individuals and organizations in the preservation of our forest heritage; and to educate and stimulate the interest of the public in our forest heritage. It is of the greatest importance that we preserve and understand our past because it will help us shape our future.

Respectfully submitted,
Joyce Bant, President

Our Speakers

Patricia Schroeder, Park Falls – After Pat and her husband Lee moved to Park Falls, she dedicated herself to the preservation and dissemination of local and Wisconsin history. She is a member of the State Historical Society of Wisconsin, the Wisconsin Council for Local History, the committee Teaching History in Public and Private Schools, and FHAW. Under Pat's direction, the Price County Historical Society joined with the U. S. Forest Service and the Friends of the Round Lake Dam to raise $200,000 to restore and rebuild the Round Lake Logging Dam in northeastern Price County, which is the focus of her presentation.

Cari Ver Planck, Park Falls – Cari is an archaeologist for the Chequamegon National Forest in Park Falls. She received her Masters Degree in anthropology from the University of Arizona. Among Cari's many achievements is her direction of the archaeological excavation of the site of an early 20th Century logging camp near Drummond, Wisconsin. Cari is also active in the effort to restore and rebuild the Round Lake Logging Dam.

John Berg, Wisconsin Rapids – John teaches learning disabled adolescents in the Wisconsin Rapids Public Schools. He graduated from the University of Wisconsin-Stout and received his Masters Degree in history from the University of Wisconsin-Stevens Point. One of John's major research interests is John Davis and the Lake Shore & Eastern Railroad, the subject of his presentation. John's research on this subject culminated in a series of articles that were published in "the Soo" magazine between October 1981 and January 1983. John is currently involved in developing those articles into a book-length manuscript.

Charles Stats, Oak Park, Illinois – Charles is a retired auditor for the U. S. General Accounting Office. Although a resident of Illinois, he finds the founder of Tomahawk, William Bradley and his railroad, the Marinette, Tomahawk and Western Railroad, to be of particular interest and has done extensive research on them. His interest in railroads is evidenced by his historical society affiliations – the Railway and Locomotive Historical Society; Chicago and Northwestern Historical Society; Soo Line Historical and Technical Society; Milwaukee Road Historical Association; and National Railway Historical Society.

Larry Easton, Neenah – Larry retired in 1989 after thirty years teaching mathematics at the Neenah and Mosinee High Schools. His hobby and chief interest has always been railroads and history, and he served as editor of "the Soo" magazine for twelve years. He wrote about a dozen articles for "the Soo," the most recent was a three-part series on the Greenwood branch last year. He is now researching the history of the Big Falls Railway, owned by the Wall-Spaulding Lumber Company of Oshkosh.

Ed Beaumont, Brantwood – Ed graduated from the University of Wisconsin- Madison with a degree in physical education and received his Masters Degree in guidance and counseling from North Dakota State University-Fargo. In spite of his ability and training to work at a job with shorter hours and higher pay, he decided to return to the Northwoods to pursue a career that he truly enjoys and to be his own boss. In 1980 he became self-employed as a Christmas tree grower and pulp trucker.

Robert Rusch, Medford – Bob is an attorney who has combined his two hobbies of history and physical fitness by being very active in the development and maintenance of the Ice Age and Pine Line recreational trails in Price and Taylor counties. Bob has emphasized the importance of recognizing and preserving historical sites and artifacts along these trails. Bob has also done extensive research and writing on the Rib Lake area and has been instrumental in the development of an hour and ten minute video tape of the history of Rib Lake. He is a life member of the Forest History Association of Wisconsin and belongs to the Soo Line Historical and Technical Society as well.



Patricia Schroeder



Cari Ver Planck



John Berg



Charles Stats



Larry Easton



Edward Beaumont



Robert Rusch

River Drives
And The Round Lake Logging Dam

By Patricia McConnell Schroeder

Each time I visit the Round Lake Logging Dam site I come away renewed by its beauty, and in awe of the ingenuity of the men who built the dam over one hundred years ago, and of the foresight of a man who rebuilt it. This rare remnant of the logging era of the late 1800s is with us today only through the intervention of man in this century and we are indebted for the only written history of it to John N. Vogel whose book, *Folk Technology: A History of the Round Lake Logging Dam,* was done for the U. S. Forest Service in 1980.

Tucked away in the northeast corner of Price County, at the mouth of the South Fork of the Flambeau River which drains Turner, Amik, Pike and Round lakes, the site was indeed a feat just to find in the 1870s. William F. Turner, entrepreneur and settler in early and even pre-Price County, ran across Pike Lake by mistake in 1874 when lost on a hunting trip up the North Fork of the Flambeau River. He related one of the earliest accounts of this area in the "History of Price County" by F. W. Sackett, editor of the *Phillips Times*. "The south bank of this channel (Round Lake Thoroughfare) I then thought the most beautiful place I had ever seen in the woods, and I told the boys that if I ever got stranded I would go up there and take a homestead." Three years later, having lost his hotel in Phillips to fire, he became the first known settler at Pike Lake, where he gardened, logged and traded with the Indians at Lac du Flambeau.

Other figures in this story of the dam are better known. They include Frederick Weyerhaeuser and his associates and Cornell University which molded so much history of the logging and railroad industries in northern Wisconsin. Twentieth Century participants include Otto C. Doering, a Sears and Roebuck vice-president and a preservationist from Chicago, and the U. S. Forest Service.

The site for the dam must have become one of interest to Weyerhaeuser sometime in the 1870s as the lumbermen had depleted the forests around the lower Chippewa River in the 1850s and 60s and looked upriver for more reserves with which to feed the ever burgeoning needs of the cities, small towns and rural areas of the Midwest. Throughout this decade Weyerhaeuser sought to improve the driving capacity of the Chippewa Valley streams. By the late 1870s, these efforts had produced excellent spring drives that ushered in the great rush to harvest the wealth of timber held in the valley. He and his associates had created an intricate and mammoth system of land acquisitions, stream improvements, logging camps, log drives, rafting and booming operations and mills that would denude the area of its best pine timber before 1900. Eventually, the Chippewa Valley contained an estimated 110 dams for the driving of logs.

The Round Lake, or Pike Lake Dam as it was originally called, was built to start the big drive rolling down the South Fork of the Flambeau, sixty-five miles to join the North Fork and then the Chippewa, to the mills at Chippewa Falls, Eau Claire

and onto mills along the Mississippi. The dam's career began in the middle of this complex organizational phase of logging and ended in the manner in which Midwestern logging had begun – supplying logs to local mills just twenty miles west at Fifield.

Research by John Berg shows there was activity on the South Ford around the years the dam was chartered. By 1877 there were drives on that river above Fifield. The town of Fifield had been platted by the Wisconsin Central Railroad in 1876 and the railroad tracks were completed from Menasha to Ashland in 1877 opening up new areas for settlement. The towns of Ogema, Phillips and Fifield located along that track developed into centers that supported hundreds of logging camps on the Jump, the Elk and the Flambeau rivers.

Major Allen's report on a survey of the Chippewa River in 1880 noted that "a dam of fair construction" existed at the outlet of Round Lake which had been built in 1876, and partially rebuilt since at a total cost of $3,000. The report described the dam as 170 feet long with a head of 6 feet and a storage capacity of 884,860,000.

In 1878 the *Phillips Times* of April 25th noted the opening of a dam on the South Fork with a nine foot head to start the spring drive. We cannot determine yet whether this note refers to the Pike Lake Dam or the C. H. Henry Dam (later called Sugar Bush) halfway to Fifield on the South Fork. Further research is continuing.

In 1878 the Wisconsin Legislature granted a charter to Henry Hewitt, Jr., a Chippewa Valley land owner from Menasha, and Eric McArthur to build a dam in Section 22 or 23 of Town 40 North, Range 3 East. Cornell University owned the land bordering the river where they were to put the dam. Cornell also owned many other tracts of land in this area. By 1878 the *Phillips Times* reported some kind of a dam was in operation on the South Fork at Round Lake and as early as 1878 there were loggers at work out there. William Turner related how in that year he and a friend had put in "about 60,000 feet of pine that winter when we learned that we had been logging on land to which we had no title." The sheriff seized their tools and fined them, leaving Turner a sadder but wiser man, he assured his readers, and very grateful they had not ended up in prison at Waupun. The following year he logged again, on his own land, we assume.

Swift and Viles were reported logging at Pike Lake in 1880 and it is to Joseph Viles that John Vogel gives credit for building this dam, as in September of 1880 the Viles brothers purchased from Cornell University the land on which the present dam stands. Viles was a well known dam builder and the conclusion that he built the dam is a logical one. We are left, however, with the conundrum of the *Phillips Times's* reports as well as a reference in Turner's account to Alex. McDonald of the Weyerhaeuser company coming to Pike Lake to look over the flooding dam there in June 1879. A. B. McDonald built the first dam on the Elk River, west of Phillips, in 1877 and the second one there in 1879-80. If these are the same individual, it would lead us to consider whether McDonald may have been involved with construction of either the Round Lake Dam or the Henry Dam. John Berg has concluded, and I would agree, that there must have been some kind of

dam operating at the Round Lake site by 1879. The dam builder is still open to further speculation.

By 1883 there is evidence of the dam on maps including one by Jacob Mueller which also shows the Henry Dam. There is some evidence in tax records, but it is not until 1886 that there is a definite reference to it on a title transfer.

Whatever its date of birth, the Round Lake Dam was built of local materials – logs and rocks. The thought of carrying materials over twenty miles of rough woods, trails or upstream for about thirty miles being unthinkable. Turner wrote that it had taken him four days just to walk his cow from Fifield to his homestead.

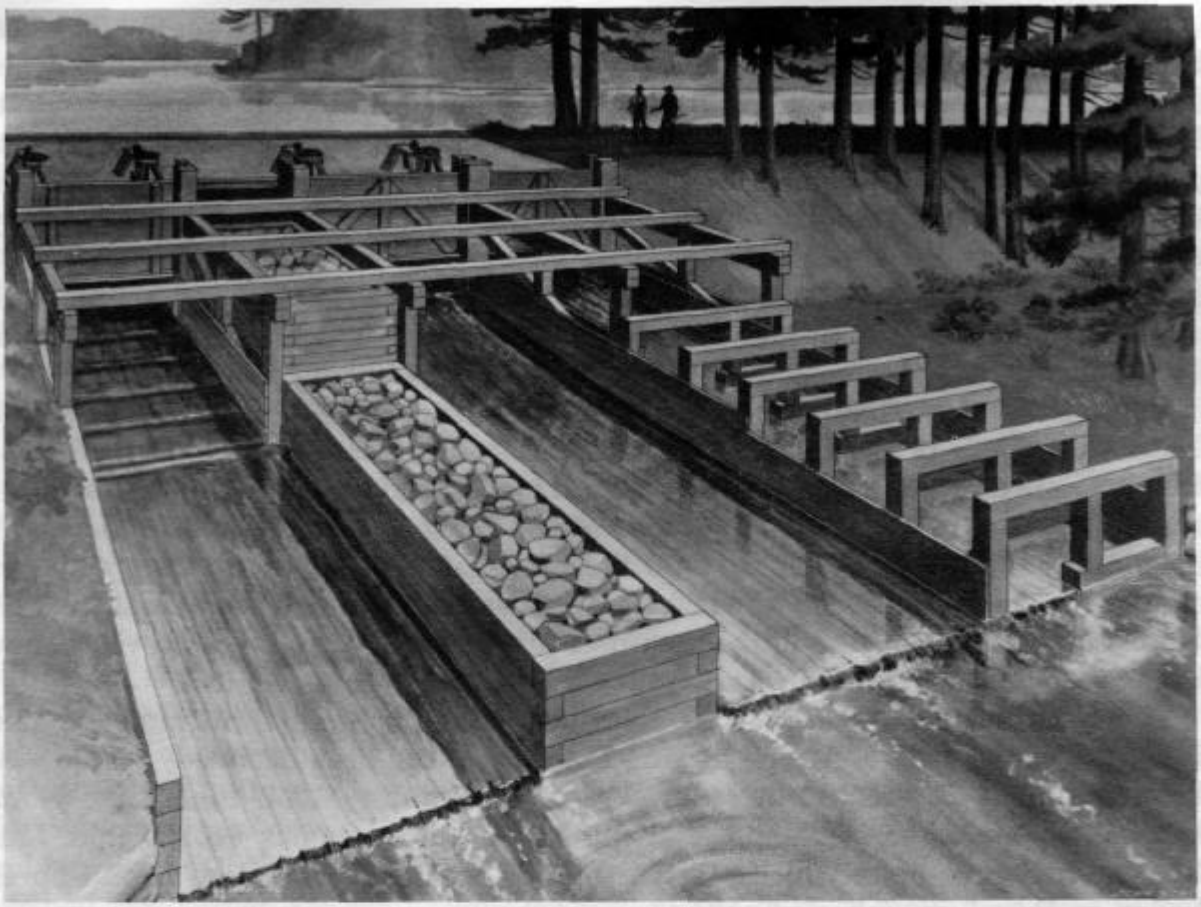
At the mouth of the river, the builders of the dam built up an earthen embankment that ran to the south and southeast so that the impounded water would not spill over into a swamp to the south. Today this bank is still solid and beautifully wooded. Timber abutments at the end of the embankment kept water from seeping between the embankment and the gates and sluiceways. A shorter embankment ran to the north of the mouth. The river's gradient was sufficient to allow all the impounded water to be released and to return the lake level to normal.

The river bottom was not solid rock, therefore several timbers were extended across the fifty foot wide stream and embedded into the embankment. Rising from these timbers were the uprights to hold the gates and the twenty-one foot wide working platform from which men could operate the solid piece gates. The north and center gates were each fifteen feet wide with a ten-foot, rock-filled crib between them. The third wooden part of the dam may never have been a gate. There were two chain driven mechanisms for each of the north and center gates, but no machinery over the third opening at least in 1927, according to Al Herbst, a member of the staff at the Doering estate and part of the crew that helped to rebuild the dam. This south opening was ten feet wide.

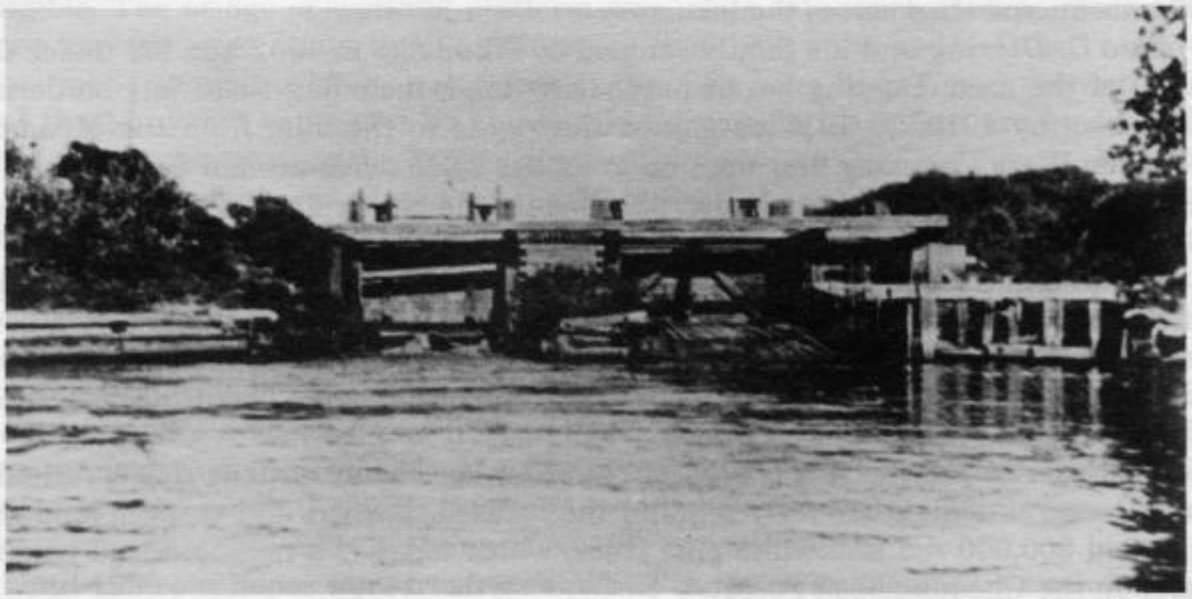
The sluiceways were planked, bottom and sides, and fastened to timbers that were embedded into the embankment and stretched across the river bottom. A framework of timbers over the sluiceways allowed men to guide the logs through the dam into the stream below for impoundment until the drive began.

Vogel points out that the main gate was not placed in the center of the embankments but was at the center of the bay and, therefore, took advantage of the "current and depth of water it held back." Al Herbst explained that in the late 1920s and 30s the main flow of water went through the north gate during drier summer months, while the south gate has water going through only during spring and in summer the center gate might have only a trickle of water. Logs were sluiced through the north gate, while the center gate was raised to produce the current needed to move the logs downriver. The sluiceway at the south end is fitted with cross beams and uprights that run halfway across the space. No one has given us an explanation for this structure.

From at least 1884, logs were moved to the dam by a steamboat tug placed on the four lakes by the Chippewa River Improvement Company. Logs were set upright and braced by stones, then fastened to a pole on the tug and winched over to the dam. The tug ran until 1899.



Artist John Boettcher's painting of the dam as it is believed to have looked when in operation, based on early photos and research. (Courtesy Chequamegon National Forest.)



Round Lake Logging Dam around 1919, it is believed, seen from downstream and showing from the left, the north gate, crib, center gate and south gate. Note gate chain-driven mechanisms for the north and center gates on the working platform. To left of the north gate is the timber work defining the impoundment area. (Courtesy Chequamegon National Forest, Patterson and Sons Collection.)

Although Weyerhaeuser acquired some of the land next to the dam in 1885 from Henry and Laura Davis, he did not get complete control of it until 1886 when Joseph Viles transferred the rights to the dam itself to the Chippewa River Improvement Company. By then the dam must have been important to the company. Up to 1890 all the land around the dam was held by some of the Viles and the Chippewa River interests. In that year parts went to Price County for nonpayment of taxes, most apparently were holdings of Weyerhaeuser affiliates. As the pine diminished in the 1890s so did their interest in the dam. Land agents were anxious to sell to settlers and eagerly purchased the cutovers. The area around Pike Lake did not become heavily settled but did develop into a resort area.

Vogel conjectures that perhaps Weyerhaeuser again gained control of the dam in 1906 when pine prices rose considerably after the standing pine was all gone. Lumber concerns sought to retrieve sunken logs lost in the backwaters during the rush of the log drives. After 1901 operations ceased at Eau Claire and logs no longer went beyond Fifield. In 1906 the Menasha Wooden Ware Company purchased the dam. Supposedly the last log drive was run through the dam in 1909. Al Herbst and Bob Kemper, a former engineer for the Forest Service, however, believe there were later drives and we continue to search for documentation.

The next person to purchase the dam was an entirely different kind of owner than any of the others. As the logging industry of the area declined, people were becoming more interested in it as a resort community. The Pike Lake Chain became a popular vacation spot starting in the 1880s. James Feely's Pike Lake Resort on Round Lake which started in 1887 was the first. Caro's Pine Forest Lodge on Pike Lake followed at the turn of the century and more sprang up after that. Visitors came either by train to Fifield and then over the tote road on a coach line or to Minoqua, making the last leg of the trip by tote road from Lac du Flambeau and then across the lake.

Otto C. Doering and his family camped at Pike Lake in 1902 and fell under the spell of the area. Doering began purchasing land, including those lots bordering the dam, by 1912. In 1915 he gained the rights to the dam from the Menasha Wooden Ware Company and went on to amass 2,946 acres around Round Lake in Price and Vilas counties and several miles on the South Fork. The package contained Jupa and Tucker lakes plus frontage on half of Round Lake.

Here he built a retreat for his family and friends with twenty-eight buildings, including a main lodge, lodges for family and guests, a caretaker's house, a barn and storage buildings, tennis courts and greenhouses. A year-round staff managed and maintained the estate. The lodges were furnished with beautiful homemade furniture and stained glass windows.

Doering did not just enjoy the northwoods; he was an ardent conservationist and preservationist, carefully tending the bruised, burned and cutover land. He planted 200,000 red and white pine trees, which today is a nonmotorized wildlife area in the Chequamegon Forest.

The dam site also became an object of his concern. He felt that no one would know what the original dam had been like if he did not undertake to rebuild it as

he had found it. Sometime in the 1920s and 30s he and his staff rebuilt the badly deteriorated dam. Logs were shipped in from the West Coast in order to get the proper sizes. Some of the original timbers were still usable including the center gate and parts of the uprights. Later, they rebuilt the impoundment area below the dam. It was a very costly project, but important to Doering.

As settlement in the community increased, so did the consternation over the level of the lake water. Some wanted it lower, others higher. During the 1920s the Hales Mill would sandbag the dam in order to obtain enough water to float their logs over to their landing. When the dam no longer functioned to control the level anyway, Doering placed long logs in front of the dam to protect the gates from ice during the spring break ups and to assure a constant control over the lake level.

All this work was done by Doering and this alone allows us today to know what the dam was like originally and to have the structure still standing. Doering died in 1955 and his wife in 1962. Their heirs sold the entire retreat to the U. S. Forest Service in 1968 and once again the land was in the hands of the federal government.

Unfortunately, lack of funds and fear of vandalism forced the Forest Service to sell off all the buildings and furnishings. Such an elegant example of resort life once enjoyed around Pike Lake was indeed a sad loss, and it is regrettable that today none of those buildings remain to enhance the site. The dam, some of the foundations of buildings, carpets of fragrant antique roses each spring, and all the glorious trees now grown, are all that remain as a monument to Otto C. Doering and his great foresight.

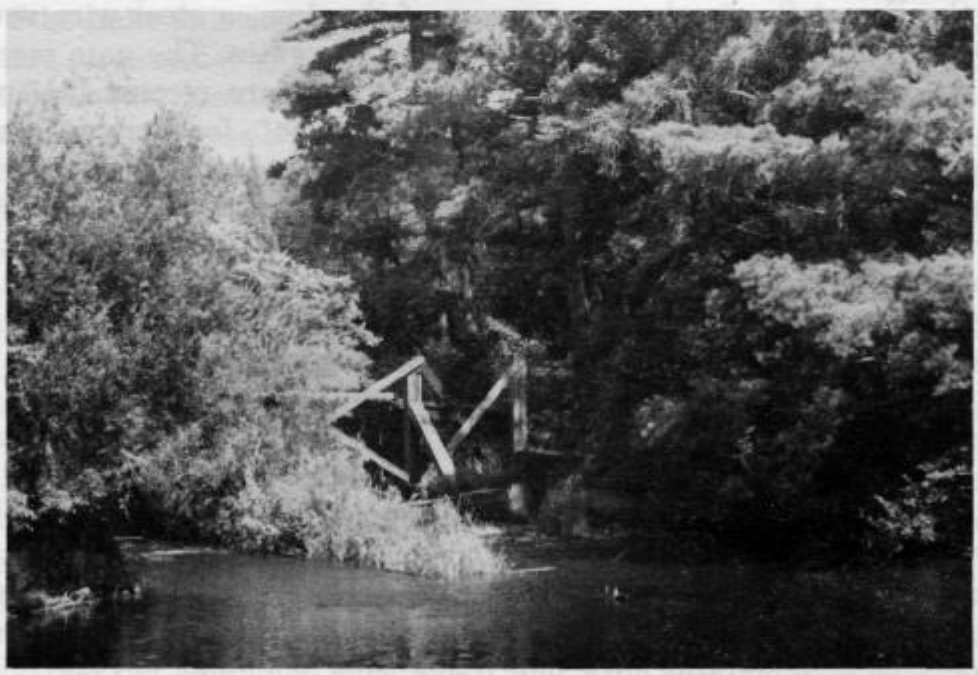
When the Forest Service became owners of the dam, a steel wire was placed where Doering had put the log dam in front of the gates. The gate mechanisms were removed and stored to protect them should future reconstruction become possible. The bridge or working platform was made safe for visitors to cross and some repairs were made to the sluiceways that had worn away. Other repairs were made to arrest decay, but pieces of the dam have been found downstream and the ten years estimated by the Forest Service for its safety are at an end. They face reconstructing the dam or dismantling it.

In 1980 the dam was placed on the National Register of Historic Places and when the area was considered for a nonmotorized status exceptions were made so equipment could be brought in to work on the dam as necessary or to reconstruct it. Ernie Roselle, ranger of the Park Falls office in the early 1980s, worked on plans for rebuilding the dam. An engineering feasibility study was completed and approved; John Vogel's book was published; John Boettcher painted the dam as it must have once appeared; and his son, David, made a model of it. An agreement was reached with the Price County Historical Society to channel funds from private sources through the non-profit organization. Unfortunately, Ernie was transferred from this area and this burst of activity came to a halt.

Until 1990 our hopes were frustrated. While the Park Falls office did submit the project for budget, each time it fell below the required priority. Gene Grapa, Assistant Ranger, approached the historical society and asked if they would spon-

sor or help organize a Friends group which could take advantage of a partnership with the U. S. Government to fund the reconstruction of the dam. The Friends would have to raise $200,000 over a three year period to match that same sum from the government. That figure could be met with money, materials, labor or equipment. Such a group was formed of people from the Pike Lake area, Fifield and Park Falls and the Forest Service submitted the project. It came within the top fifty eligible projects and on September 12th the Forest Service, the Friends of the Round Lake Logging Dam and the Price County Historical Society signed a partnership agreement.

Once again there was hope that we may really see the dam rebuilt, and it can stand as a symbol in Northern Wisconsin of the grand drama of the logging era that helped the country progress and at the same time left lands scarred by the wasteful timber practices and subsequent fires. Maybe this site will give pause to visitors and make them think that we must find ways to never repeat such carnage in our haste to fulfill present needs. It will be a monument not only to the men whose ingenuity created a fantastic system to harvest the logs but to one man's dream to preserve a portion of it, as well as to the men and women who labored to restore the land and build their own lives on the cutovers.



The dam today seen from the impoundment area downstream. The extreme deterioration is obvious, only a few timbers left at the bridge and the crib overgrown with brush. (P. M. Schroeder.)

Development of the Mondeaux Dam and Recreation Area: "The Hard Times Were Good Times For The Forest"

By C. S. Ver Planck

Part of the U. S. Department of Agriculture-Forest Service, the Chequamegon National Forest covers approximately 850,000 acres in northwestern Wisconsin and is divided into five Ranger Districts. Medford is one district and has responsibility for the Mondeaux Dam Recreation Area.

The Mondeaux Dam Recreation Area is the most popular recreation facility on the Chequamegon National Forest and is the pride of the Medford Ranger District. Over 200,000 visitors come here during the course of a year to swim, fish, hunt, camp and picnic. In Taylor County, which only has three lakes of any size, it is the second largest body of water. It is popular not only with county residents but visitors from Eau Claire, Wausau, Stevens Point and Madison. But more than recreational value, the Mondeaux Dam Recreation Area serves as testimony to the hard times of the Great Depression; the hard work done to elevate human welfare; and the non-exploitive development of the natural resources of the Chequamegon National Forest.

On any summer day in the late 1920s, you could see smoke curling into the sky. It came from a ever present menace-fire. Many Forest Service employees remember that time when billows of high-blowing smoke and ash hid the sun. When S. Duvall Andersen arrived in Northern Wisconsin in 1929 to buy a national forest, he didn't find one. Instead, he had to try to build one from the ashes, acre by acre, tree by tree.

Many new immigrant settlers of northern Wisconsin abandoned their lands during the farm crisis of the 1920s. Along with abandoned lands in other counties in Northern Wisconsin, 172,000 acres of land in Taylor County were purchased by the National Forest Reserve Commission in October 1930 and called the Mondeaux Unit. But it was not until November 13, 1933 that a separate National Forest was proclaimed by the new President, Franklin D. Roosevelt, with a name that came from a shining, shallow bay of nearby Lake Superior: Chequamegon.

Like the rest of the country, the 1929 stock market crash and the onset of economic depression stunned Taylor County. Welfare became the only way of survival for many. Property owners were unable to pay taxes and foreclosures on houses and farms were common.

Franklin D. Roosevelt was elected president partly on his pledge to put Americans back to work. In his 1933 inaugural speech, he spoke of the idea that would soon effect over 4 million people across the nation.

> *". . . our greatest primary task is no unsolvable problem if we face it wisely and courageously. It can be accomplished in part by direct recruiting by the Government itself, treating the task as we would*

treat the emergency of war, but at the same time, accomplishing greatly needed projects to stimulate and reorganize the use of our natural resources . . ."

Roosevelt's **New Deal** proposed to mobilize a massive number of citizens through a number of programs. First, the Works Progress Administration (WPA) was established in 1935 to provide funding to states and local governments. With the money, local people were employed to accomplish various community improvement projects. Parks were built, murals were painted, and other projects initiated to help stimulate the economy.

The Civilian Conservation Corps (CCC) was known as Roosevelt's Tree Army and focused on improving national natural resources. In order to get it quickly established, the existing federal agencies were used. The Department of Labor selected the enrollees, the Departments of Interior and Agriculture selected the camp sites and determined work projects and the Department of Defense was in charge of discipline and supplying the camps. Roosevelt signed the Emergency Conservation Work bill in March 1933 authorizing the CCC, and by July there were 275,000 men enrolled. This was the swiftest mobilization in the country's history, exceeding the mobilization of troops for World War I. Men from all over the nation were sent to camps that existed only on paper, located in national forests that as yet had no trees.

A group of men, black and white, mostly from inner city Milwaukee, arrived in Washburn on May 4, 1933, to establish the first CCC camp in Wisconsin, Camp Brinks. "They were completely ignorant of the woods," recalled Chick Sheridan, reporter for the *Washburn Times*. In addition to the CCC, another New Deal Program, the National Recovery Act (NRA) established camps on the Chequamegon and employed men, mostly local residents, in conservation work. Quickly there followed the establishment of twenty-seven camps on the Chequamegon, including the Jump River, Mondeaux River and Perkinstown camps on the Medford District.

Camp Mondeaux River was established in June 1933 and had between 151 to 207 men living there until it closed in July 1935. Camp Superintendents were Ray Knudson in 1933 and William Emerson 1934-35. The first task of the CCC, like the immigrant settlers who had come before them, was to build their living quarters. All the camps started out as tent cities with room for a company of 200 to 250 men. Wooden frame barracks were built later, the walls covered with tar-paper. Inside, the cots were lined up in rows, military style, and buildings were heated by woodburning stoves.

Fire protection was of primary importance. Fire hazard reduction, fire fighting, and collecting slash for fuel for the camps were tasks the CCC did. Firefighting was mostly seasonal work. CCC were also kept busy working on such activities as road building, roadside clean-up, soil erosion control, stream bank stabilization, planting acres of trees, and eradicating snowshoe hares, gooseberry and currant bushes which threatened the tree plantations. Other projects included building warehouses, offices and dwellings for Forest Service administrative use.

Camp Inspectors from Washington DC noted not all was well at times, citing "Communistic Activities" and "Bootleggers around camp" on a couple reports. The

inspection report for 1935 listed concerns about "the unusually large amount of fuel used; the poor job of shoe repair being done by contractors in Phillips, Wisconsin; and the wet soil conditions causing a muddy camp area and requiring that the latrines be moved many times."

Some CCC enrollees griped about the cold, about the food, about the isolation. But if they did not work, or if they got into fights, they were discharged immediately. The work was hard but the men had a renewed sense of purpose and most importantly, for the majority were still just growing boys, they ate well. Clothing issued to the CCC boys was usually WWI surplus, including heavy woolen coats and outerwear. They were paid only $30 a month, and had to send $25 of that home to their families. With the remaining $5, the men bought shaving supplies, toothpaste, stamps, candy and cigarettes. If they could get into town, a beer could be had for a nickel. They worked eight hours a day outdoors, five days a week, but the CCC enrollees had a job at a time when there was mass unemployment. They were lucky to be there, and most knew it.

Camp life was not all hard work though, the boys also managed to entertain themselves. The *Taylor County Star News* reported in June 1934 that the

> *"Peaceful solitude along the Mondeaux River was broken by the hilarity of a mammoth party tossed by Co. 1603, Westboro, Wisconsin. A great crowd of girls, chaperones and other guests was estimated at approximately 600. The mess hall was decorated with green and yellow crepe and set by evergreen branches and trees. The orchestra – well known as the Vagabonds – was placed in a miniature grove of trees on a platform and did themselves proud. Ice cream and punch was served. Distinguished guests of the evening included Mayor Luepke, Major Rodriguez, District Commander and Lt. Uhlein, District Chaplin. Many officers and forestry men from other camps attended; farmers and businessmen of the surrounding community were well represented."*
> *(Taylor County Star News,* June 9, 1934, Medford, Wisconsin*)*

Sports leagues were also organized with each camp trying to prove they had the best baseball, basketball and boxing teams.

The CCC experience was memorable for most of the men. In nine years of existence, the Civilian Conservation Corps fought fires, cleared trails, built campgrounds and improved public recreation facilities. By 1935, Marvin L. Smith, Ranger on the Mineral Lake District, reflected on the changes. "It is might gratifying to all of us to be growing up with the forest," he wrote, "we regret very much the condition of the land that is bought but find additional pleasure in reclaiming many thousands of acres which, were it not for the federal government and its resources, might remain unproductive for a good many years." The work often drew men into a career in conservation and some returned to work for the Forest Service. Years later, others who had retired from their careers, returned to the area that they had helped to rebuild.

Something else happened to these men which cannot easily be quantified but as expressed in the *Final Report of the Director of the CCC:* "Individual anti-social

quirks, engendered by bad environments, shriveled and died when men were removed from such environments, and came face to face with the pomp and majesty of nature. Something of the forests, the waters, the deserts and the farms crept inside of millions of dispirited kids and changed them deeply – from within."

Before the 1800s, the Mondeaux River meandered freely through the area now known as the Medford District. The glacial advances had created a shallow basin which the river had filled with grassy wetlands. American Indians had traveled through the area for centuries, but they did not stop for long nor establish permanent villages along this part of the Mondeaux River. The area was undeveloped and access to the river was limited.

Henry Corwith, a timber operator, received a legal patent in 1868 to build a dam on the Mondeaux River and established a logging camp, 600 feet from the present dam location to log the white pine in the area. By 1916, the Westboro Lumber Company owned the land and was logging off the hardwoods that remained.

The idea for the Mondeaux Dam has been attributed to Archie Campbell, who with his wife Kay, had lived in the area of the present Mondeaux Dam. However, the credit for the dam and flowage goes to many, for it was a joint venture from the beginning. The U. S. Forest Service provided the landscape, structural and architectural designs. The CCC provided the labor need to implement such a large task. The local tradesmen and craftsmen, hired by Taylor County under the WPA, provided the skill.

The Campbells agreed to sell their property next to the old logging dam so that another dam could be built. The Forest Service set about to acquire the land adjacent to the Mondeaux River as part of the establishment of the Chequamegon National Forest.

In the winter of 1936, the Mondeaux River CCC camp took on the enormous task of clearing over 400 acres which would soon be flooded. The trees were cut, skidded and hauled out. The saw timber was cut with two man cross-cut saws, like the loggers of old, and used in building the CCC camps or sold on the local market. The stumps were pulled or dynamited and the slash and brush were removed and burned. The crew of over 100 CCC enrollees finally completed the work in 1938.

In early 1937, with the local support and Wisconsin DNR approval, a WPA grant of $88,000 was awarded to Taylor County for building the dam. Almost immediately, raw materials and heavy equipment began to be hauled to the site. A coffer dam was built upstream to divert the flow of the Mondeaux River around the work area.

Andrew Konig was superintendent of the WPA workers which numbered over 35 local men. Fred McEwen was a mason, Al "Buckshot" Bidwel was a foreman for the dam construction, Clarence Lundeen was a timekeeper, Roy Spieles maintained the gravel crusher. They and others like them from Westboro, Medford, Perkinstown and Gilman spent several months driving over 200 pilings which would support the massive structure. Concrete was mixed on-site and hauled in

wheelbarrows to be poured over the earthen dam, forming the spillway and wingwalls. They finished pouring the concrete in July 1937. In the spring of 1938 the dam and buildings were complete and the flowage basin was ready for flooding. The first water over the dam was on March 22, 1938.

The project was described in a statewide annual as "One of the outstanding forestry projects . . . An artificial lake, one of the finest in the state, is now being created in the basin of the Mondeaux River which will, within a few years, be a paradise for fishermen and cottagers who are looking for the BEST."

The flowage proposal included three buildings, a walkway over the dam, a bathing beach, a toboggan slide shelter, six picnic areas, two campgrounds and a system of roads around the flowage.

The Community Building, or clubhouse, was marvelous, with a huge fireplace in the lounge, and indoor plumbing and showers in the bathhouse. The three buildings are all in the Rustic style. Borrowing from the style of cabins in the Adirondack Mountains of New York, Forest Service architects in the Washington headquarters developed standard plans for a variety of buildings. These plans were used throughout the National Forests from East coast to West and helped to create the image still associated with outdoor recreation.

The opening of the Mondeaux Dam Recreation Area was in spring 1939. Archie Campbell, who had once owned the land, became the first caretaker and operator of the concession counter where food and camping supplies were available.

The Forest Service operated the Mondeaux Recreation Area and campgrounds until 1941. The start of World War II then shifted the emphasis of federal dollars from public works to defense. The Forest Service lost the funds and personnel necessary to administer the recreation area. In the spring of 1942, in order to keep the campgrounds and facilities open to visitors, the Forest Service entered into an agreement to operate the facilities jointly with the Taylor County Park Commission.

With the war, there were jobs to be had in the factories and the CCC enrollees began to sign up for the armed services. One by one, the CCC camps closed. By 1941 the last one on the Chequamegon National Forest, Perkinstown, had shut down.

Today the Mondeaux Dam Recreation Area is relatively unchanged from 45 years ago. In 1967 the Forest Service resumed full operational responsibilities. The dam can hold a 14 foot head of water and flow is maintained by gates. In the 1980s, the community building was expanded with a patio and additional wing in the Rustic style.

The Mondeaux Dam Recreation Area was acknowledged as a one-of-a-kind area in northwestern Wisconsin and placed on the National Register of Historic Places in 1982. The Forest Service is trying to provide more opportunities for the public to learn about the history of such sites as the Mondeaux Dam Recreation Area through volunteer programs such as Passport in Time. The Chequamegon National Forest's Passport in Time Program helped create a permanent display at the Mondeaux Dam, which was installed in September 1989, and shows the changes made to the area by the New Deal work programs.

To the Forest Service, the people of Taylor County, and the thousands of other visitors, this is a special area. Not only for the fun times that are had but because history is tangible here. The Mondeaux Dam reminds us how we, as a nation, have been able to turn crisis into achievement.



Mondeaux Dam September 1939 photographed by R. D. Saunders. (Courtesy USDA Forest Service.)



Mondeaux Dam Community Building September 1991. (Courtesy USDA Forest Service.)

The Origins of the Lake Shore And Eastern Railroad and Its Relationship with the Wisconsin Central Railroad, 1888 - 1893

By John L. Berg

The October 1981 issue of *The Soo* contained an introductory article on the history of a logging railroad named the Lake Shore And Eastern. This railroad was operated as a private logging railroad by the John R. Davis Lumber Company, based in Phillips, Price County, Wisconsin. At the time of that writing, the research regarding the origins of the railroad were incomplete. This paper is offered as a narrative to illustrate the pervasive influence exerted by the Wisconsin Central Railroad upon the Company and the Lake Shore And Eastern Railroad during their early years.

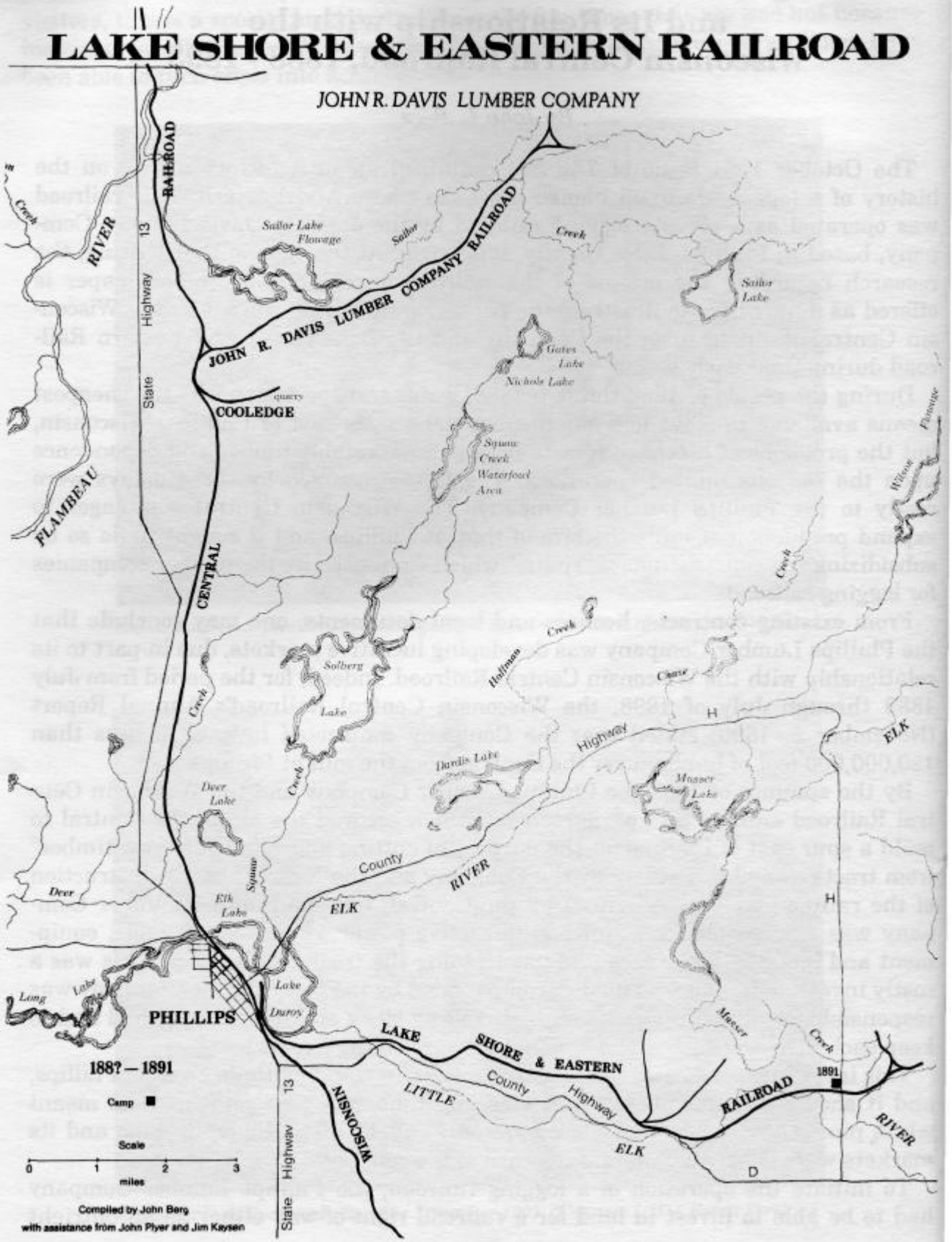
During the period of 1883 through 1888, water transportation was the cheapest means available to move logs sawed from the forests east of Phillips, Wisconsin, but the problems of access to remote tracts of marketable timber and dependence upon the seasons limited operations. The losses incurred by these delays were costly to the Phillips Lumber Company. The Wisconsin Central was eager to expand production of mills the size of that at Phillips, and it sought to do so by subsidizing the construction of "spurs," which were used by the lumber companies for logging railroads.

From existing contracts, licenses and legal documents, one may conclude that the Phillips Lumber Company was developing lucrative markets, due in part to its relationship with the Wisconsin Central Railroad. Indeed, for the period from July 1889 through July of 1898, the Wisconsin Central Railroad's Annual Report (November 5, 1890) stated that the Company contracted to haul no less than 120,000,000 feet of lumber over the Central from the mill at Phillips.

By the summer of 1888 the Phillips Lumber Company and the Wisconsin Central Railroad entered into an agreement which secured the aid of the Central to build a spur east of Phillips for the purpose of cutting and removing "saw timber" from tracts owned separately by the Company and the Railroad. The construction of the railroad was underwritten by the Central, but the Phillips Lumber Company was responsible for acquiring all motive power, rolling stock, tools, equipment and building structures and maintaining the track for the spur. This was a costly investment, and was further compounded by the fact that the Company was responsible for all maintenance on their rolling stock and locomotives, and had to keep each in operating standards equal to those on the Central.

This investment indicates the potential wealth in standing timber east of Phillips, and it should be remembered that standing timber at this point in time meant white pine. Other types of timber were only sought after the white pine and its markets were exhausted around the turn of the century.

To initiate the operation of a logging railroad, the Phillips Lumber Company had to be able to invest in land for a railroad right-of-way either as an outright


LAKE SHORE & EASTERN RAILROAD
JOHN R. DAVIS LUMBER COMPANY
RAILROAD
RIVER
13
Highway
State
Creek
Sailor Lake Flowage
Sailor
Creek
Sailor Lake
JOHN R. DAVIS LUMBER COMPANY RAILROAD
Gates Lake
Nichols Lake
quarry
COOLEDGE
Squaw Creek Waterfowl Area
FLAMBEAU
CENTRAL
Creek
Solberg Lake
Hoffman Creek
Chase
Creek
Wilson
Flowage
H
Highway
ELK
Davis Lake
Deer Lake
Creek
Messer Lake
Deer
Elk Lake
Squaw
County
RIVER
ELK
Long Lake
Lake
Duroy
PHILLIPS
LAKE SHORE & EASTERN
RAILROAD
1891
188? — 1891
Camp
Scale
0 1 2 3
miles
Compiled by John Berg
with assistance from John Plyer and Jim Kaysen
LITTLE
County
Highway
ELK
WISCONSIN
13
Highway
State
Messer Creek
RIVER
D
H

purchase or as a lease in the form of timber licenses. The Phillips Company followed the procedure universal to the industry; it purchased timber stumpage from both private parties and the Wisconsin Central Railroad by timber licenses with written stipulations granting easements for railroad grades. Such provisions appear in several timber licenses recorded in Price County, and a standard text, probably borrowed from contracts utilized by common carrier lines, often occurs verbatim in these licenses. In other timber licenses involving land over which the first six miles of the Phillips spur (later dubbed the Lake Shore And Eastern Railroad) was built, there are no specific clauses granting easement specifically for a railroad. Rather, there is a generally-worded phrase granting the ". . . cutting and removing of pine timber, making the necessary logging roads to do so . . ." The location of nearly all of these tracts clearly shows that the only means to remove the timber was by logging railroad, and such phrases strongly imply that logging road was meant to represent **logging railroad**.

The most expedient route was to proceed southeasterly from the mill along the floodplain of the Little Elk River. The timber licenses secured the easements for construction and on July 14, 1888, the *Phillips Times* announced:

A NEW RAILROAD

"The Phillips Lumber Co. begins active operations on their railroad."

"This week the Phillips Lumber Co. began active operations on their railroad which will be some twenty miles in length and will be built through a heavily timbered tract of pine land which is said to contain some 300,000,000 feet of valuable timber. The Wisconsin Central will furnish the rails for the new road, but the P. L. Co., will do all the grading, furnish the ties, and build the bridges. Road Master Jennes, of Medford, who formerly had charge of the Central between Chelsea and Mellen, will have charge of the construction and when completed will operate it for the benefit of the owners. This new move of the Phillips Lumber (Co.) proves it to be one of the most enterprising firms on the central line."

On Tuesday, September 28, 1888, the *Phillips Times* reported:

"A new locomotive for the Phillips Lumber Company's new railroad arrived Tuesday. It is called the J. R. Davis, Jr., in honor of the President of the Company. It was made at Lima, Ohio, and is somewhat of an oddity, compared with other locomotives."

The J. R. Davis, Jr., was built in September 1888 by the Lima Locomotive Company, and it was a gear-driven locomotive of the type patented by Ephriam Shay of Michigan. On November 17, 1888, the *Phillips Times* reported:

Last Saturday the 'John R. Davis', the P. L. Co.'s new engine, hauled into town over their recently completed road, a train consisting of 31 cars, on which was 75,000 feet of logs. The 'John R.' can't run very fast but she can pull like the d---l."

As 1888 came to a close, spirits in Phillips appeared buoyed by the construction of the Phillips Spur. Again, the *Phillips Times* (November 24, 1888):

"Mills all over the state are shutting down for the season, but the Phillips mill keeps pounding along, turning out its 100,000 feet per day, and will continue to do so all winter. They will keep the lake open by changing the exhaust pipe so that it will exhaust into the condenser near the foot of slide, while the 'John R.' will endeavor to keep the mill supplied with logs."

The Wisconsin Central Railroad constructed the Phillips Spur in their own interest, granting trackage rights to the Phillips Lumber Company for a period of twelve years.

The problem of capital for this vast undertaking was resolved at the annual meeting of the stockholders of the Phillips Lumber Company on July 8, 1889, at Phillips. The stockholders voted to raise the capital stock to two-hundred thousand dollars, with two thousand shares offered at one-hundred dollars per share. With this newly acquired capital, John R. Davis expanded timber purchases, the logging railroad and operations at the mill.

The trackage rights granted to the Phillips Lumber Company were transferred to the John R. Davis Lumber Company under the original terms dictated by the Wisconsin Central Railroad.

Just how much influence did the Wisconsin Central exert on the John R. Davis Lumber Company and the Lake Shore And Eastern Railroad? At the time of this writing, I have not obtained access to the original "Memorandum of Agreement" granting the construction and subsequent trackage rights in 1888. However, in a lawsuit over timber trespass, (J. R. Davis Lumber Co. vs. F. M. Lillie, Price Co. Circuit Court Case #2146, Exhibit A), the contract renewing the Lake Shore And Eastern Railroad's trackage rights to operate on the Phillips Spur was offered as an exhibit.

I suggest that the February 1, 1900 contract is a verbatim representation of the original terms of the 1888 contract, and reflects the initial conditions under which the Company operated the Lake Shore And Eastern Railroad. The Agreement stated the sole purpose of the railroad was to haul logs and forest products, and that logging operations were to be conducted by methods then in vogue. The Central granted the Phillips Lumber Company rights to operate its own locomotive, cars and equipment over the Phillips Spur and extensions of it. But in Phillips the Company's locomotives and trains were restricted to the Central's orders when operating on that railroad's tracks, and operation of the train on the main line was strictly subordinate to the Central's dispatcher.

The locomotives and rolling stock were required to pass the operation certification standards set by the Central; train crews were also required to complete training and pass tests. The John R. Davis Lumber Company was also required to supply all materials for ties, bridges and wooden structures, while the Central would continue to survey and locate extensions of the spur and supply only the track materials. The lumber company had the option of constructing extensions to the spur, but these had to be built to the standards set by the Wisconsin Central, and had to have been approved in writing prior to construction. The Central would

also supply track materials for these extensions, but all costs were to be borne by the Davis Lumber Company.

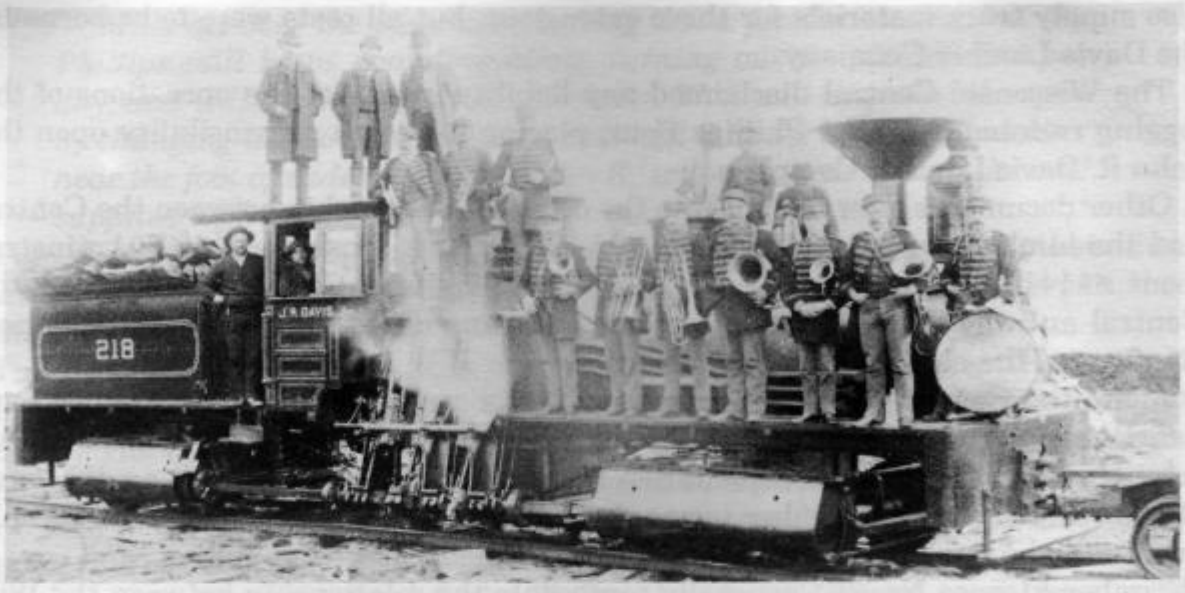
The Wisconsin Central disclaimed any liability in any of the operations of the logging railroad upon the Phillips Spur, placing full legal responsibility upon the John R. Davis Lumber Company.

Other documents offer insight into the original relationship between the Central and the lumber company. The main text of Timber License Number 701, (Instrument #11417, Misc. Deeds, Vol. 2, pp. 299-301, Price Co. Deeds) between the Central and the John R. Davis Lumber Company dated October 1, 1891, is perhaps one of the earliest surviving contracts.

Again the Central, as grantor, dictated terms of operations to the lumber company which went beyond the use of the Phillips Spur. The whole emphasis of this relationship was economic exploitation of the resource. The Central, as did many of the residents of the lumber towns, held to the notion that cutover land would eventually be re-sold to immigrants and homesteaders as farm land.

Timber License No. 701 generally represents the relationship between the Wisconsin Central and the John R. Davis Lumber Company during the period 1888-1893. It was reported that by 1891, the Davis Company was producing, on an annual basis, 600 cars of boxes, 40 million feet of lumber, 12 million shingles and 12 million feet of lath. The company had, in eight years, achieved a rate of production which began to rival companies of the Eau Claire-Chippewa Falls district.

The Wisconsin Central Railroad continued to experience financial difficulty throughout its existence; by 1893 it was placed under the direction of the Northern Pacific Railroad Company. The Central continued as it had before, offering timber licenses on its lands to the John R. Davis Lumber Company. Another Memorandum of Agreement, dated January 24, 1893 (Instrument #11410, Misc. Deeds, Vol. 2, pp. 284-291, Price Co. Deeds) covered several tracts of timber adjacent to the Company's initial tracts purchased in the 1880s and totalled some 4,400 acres. The Central's timber cruisers estimated an aggregate of nearly 13,000,000 feet of lumber, and offered stumpage to the Davis Company for $24,175.00 at 6% interest, not including payment of taxes. The Central also charged the Company $1.50 to $2.00 per thousand to ship the timber. To guard against potential timber trespass, the Central stipulated that if the Company engaged in any cutting prior to the issuance of a timber license for any tract, the Company would be required to pay $10.00 per thousand feet of timber cut. As was true of nearly all timber licenses between the Central and the Davis Company, the Company could only escape the payment of taxes if they contacted the Railroad in writing at their Milwaukee offices prior to April of the following year to surrender all claim to either the specific parcel(s), timber licenses, or both. As if it had any real options, the John R. Davis Lumber Company again agreed to cut and manufacture the timber only at its plant in Phillips, and to ship the finished products only via the Central and its connections. The standard threat of nullification of the contract should any breech occur on the part of the Davis Company concluded the text of this memorandum.



Lima Locomotive Works #218 Shay patent, October 1888, Phillips, WI. John R. Davis and Ben W. Davis (left to right) on cab. (Eire and Willis Anderson Collection.)



L. S. & E. #92 (formerly Milwaukee Road #22) circa 1889-1890 east of Phillips, WI. (Eire and Willis Anderson Collection.)

The Wisconsin Central justified the terms of its contracts and timber licenses with the Davis Company under the purposes of its articles of incorporation, heightened by the urgency of financial hardship. The lumber company, of course, was in business to make money for its stockholders and personnel, and the unstable nature of the industry forced it to seek the cheapest source of raw materials and the means to produce it at a profit. Thus the wedding of these two corporations' interests led to the "cut out and get out" policy of the virgin forests of white pine east of Phillips. The Wisconsin Central Railroad sought revenue through the sale of timber licenses and trackage leases on spurs along its main line, and then pursued additional revenue by monopolizing the shipment of finished products over its railroad, at rates it specified. This system pushed the price of lumber higher as the production and shipping costs were passed onto the consumer. The Davis Lumber Company was able to utilize the resources of a cheap and plentiful, albeit transient, labor force, of whom many saw the employment in the mills and woods as a necessity more than an opportunity.

The Phillips Spur and the logging railroad, The Lake Shore And Eastern, were organized and built at the end of the decade of the 1880s, a time at which the national lumber market was slowly climbing out of a depression and the production of white pine timber was approaching its zenith.

From its inception, the Phillips Lumber Company and its successor, the John R. Davis Lumber Company, were dependent upon the Wisconsin Central Railroad. Each company sought to benefit itself to the greatest extent possible within their contractual relationships because each were under similar pressures of fluctuating markets for industries whose vary nature of existence were dependent upon variances of supply and demand.

The remote location of Phillips worked to the Central's advantage as the accessibility to pine along the waterways diminished for the Davis Company. By strict attention to detail, the Central was able to manipulate its assets of timber lands, shipping rates, and leasing of the Phillips Spur, to dictate to the company the terms of harvest, production and shipping. The Railroad further dictated the operations of the Lake Shore and Eastern since it owned the majority of the right-of-way and the very tracks over which the logging railroad operated.

In recent corporate and forest history, much has been made of the policy of "cut out and get out," with the lumber companies shouldering much of the blame. While this is often the case, it must be remembered that the bottom line for these corporations was generating revenue for profit. The land-grant railroads such as the Wisconsin Central cannot escape judgment for their role in those activities. Indeed, as this research documents, the Wisconsin Central was the major impetus behind the John R. Davis Lumber Company's impact on the forests in Price County. Their relationship was one which, borne out of self interest, both helped and hurt the environment and citizens of Phillips and Price County. The successes and failures of these corporations should serve as lessons for we who are the inheritors of that heritage.

William H. Bradley, Tomahawk, and the Marinette, Tomahawk & Western Railroad

By Charles H. Stats

Tomahawk, Wisconsin still has its logging railroad, the Marinette Tomahawk & Western, that was founded one hundred years ago with the dual objects of hauling logs to and lumber from the local saw mills and of assuring that the city would become a metropolis of the North Woods. Most logging railroads were built only for short-term use. In the long run, the MT&W, however, helped to put the economy of the city on a stable and permanent basis, but the dream of Tomahawk as the center of the northern economy faded in January 1903 with the death of the railroad's builder, William H. Bradley.

Tomahawk was founded in 1887, carved out of the woods at the junction of the Wisconsin, Tomahawk, and Somo Rivers. A fine site for a dam about two miles south of the townsite would create a large lake to hold the logs and provide locations for sawmills. Prior to 1887 the only habitation was a trading post and ferry operated by Germaine Bouchard, who had been there since about 1860. William H. Bradley, a lumberman then known principally as one of the Bradley Brothers of Milwaukee, became the guiding spirit for the place. He was the head of a syndicate which had several hundred thousand acres of timber in the area and in cooperation with the Chicago Milwaukee & St. Paul Railroad, which owned another 140,000 acres, would exploit it for their mutual profit.

Bradley and his fellow investors – his brothers Edward and James Bradley, Oliver P. Pillsbury, David Benjamin, all of Milwaukee, and Allen Lovejoy, an old friend from Janesville, all Maine natives – had been accumulating timber lands in northern Wisconsin for many years. They turned over their land holdings for stock in the Land, Log & Lumber Company, the company they formed to exploit their holdings along the Milwaukee Road. The Milwaukee Road and the Land, Log & Lumber Company then formed the Tomahawk Land & Boom Company to develop the town and build the dam. The Tomahawk Land Company was formed to sell off the cutover land to farmers.

The site of Tomahawk was platted and town lots sold in June 1887. The prospectus for the sale stated the promoters' belief that in a short time the Wisconsin Central only 20 miles to the west, the Milwaukee Lake Shore & Western but 18 miles to the east, and the Soo Line, within whistling distance at 5 miles to the north, would extend branch lines to the site because it was "undoubtedly destined to be one of the largest lumbering and manufacturing towns in the state." In September 1887 the Milwaukee Road extending its Valley Division, the former Wisconsin Valley Railroad, north from Merrill, reached Tomahawk.

Euphoria of investors in the site diminished when they realized that it would take two or three years to complete the dam – supposed at that time to be the second most expensive in the United States – to fill up the lake behind it, and to have the mills begin large-scale operation. Bradley had invited in some of his

friends in lumbering from Muskegon, Michigan, his former center of activity. They put up two sawmills, Bradley a third, and others put up a fourth. Lumber production was small, however, and the town was not growing as fast as Bradley wished. In response, Bradley reorganized the whole operation in 1890. He took over all the sawmills and adopted a plan of "pump priming" to stimulate growth, including construction of a palatial hotel to attract travelers. Though Tomahawk had the Milwaukee Road for transportation, he wanted access to the other railroads. As these were not building into town as he had hoped, he built his own railroad out to them.

His first railroad activity was to connect with the Soo Line. Bradley chartered the Wisconsin & Chippewa on July 29, 1891. Construction started at the town of Bradley, the Soo Line station named after him, about 5 miles north of Tomahawk, and proceeded straight south to the north shore of the lake formed by the dam, a place known as Jersey City, where Bradley kept a dairy farm stocked with Jersey cows. Bradley had friendly relations with the Soo Line – he may even have been a stockholder by 1891 – and borrowed a locomotive and caboose from it to get his railroad operating.

For several months any freight to or from the town itself had to be ferried across the lake or hauled over the ice. During the winter of 1891 – 1892, a trestle 1300 feet long was constructed to bridge the Tomahawk and Wisconsin rivers, and reach his mills on the west side of Tomahawk. Service to Tomahawk proper opened in the spring of 1892.

About this time Bradley constructed another mill, this one on the north shore of the lake at Bay Mill, about a half mile west of Jersey City and, in early 1893, built a track to it. Beginning in 1894, the Wisconsin & Chippewa was gradually extended west from Bay Mill around the lake, across the Somo River and west towards Rib Lake. Bradley built only as far as Spirit Falls, 14 miles from Tomahawk, reaching there in October 1896. The town of Spirit Falls was created to be the trading center of the farming region which would be developed on the surrounding cutover lands. To encourage the farmers, he put up a dam at the falls and a large grist mill for grinding the grain which someday would be grown in the area.

There was talk that the Wisconsin Central, which had long desired a line to the east, perhaps as far as Marinette, would extend its Rib Lake branch to Spirit Falls, take over Bradley's line and reach Tomahawk. The Central did extend the Rib Lake branch to a connection with Bradley's railroad in the fall of 1902. This line was built to regular railroad standards, not just those of a temporary logging road, indicating its intent. However, the Central changed its mind and leased the line to the Rib Lake Lumber Company, which operated it only as a logging railroad.

While Bradley was occupied with the Wisconsin & Chippewa and Spirit Falls, he was suddenly faced with the threat of competition from an east-west railroad through Lincoln County, which would bypass Tomahawk and build up Tomahawk's rival city, Merrill, the county seat. After years of trying to get a second railroad into town, Merrill businessmen formed the Merrill Antigo & Eastern in the fall of

1894 to build one themselves from Prentice to Merrill, Antigo, and east to some place on Lake Michigan. And they proposed to finance a substantial part of it by having the counties through which it would pass issue bonds in aid of the project. This was a real threat to the supremacy which Bradley wanted for Tomahawk. He fought back by asking county support for construction of the Spirit Falls line and in October 1894 incorporated the Marinette Tomahawk & Western to build 110 miles to Marinette.

The Merrill group could not find enough money to build their railroad, but Bradley, temporarily diverted from his Spirit Falls projects, started construction on the MT&W at once, and completed 13 miles of it to Harrison, in November 1895. At Harrison it connected with the Harrison-Pratt Junction branch of the Chicago & North Western, which had absorbed the Milwaukee Lake Shore & Western in 1893. The great lumbering days had already ended at Harrison – Brooks & Ross had completed their big cut and moved their mills to Arbor Vitae – so the North Western was pleased to get an additional source of traffic for the branch.

Bradley merged the Wisconsin & Chippewa into the MT&W in 1898 and turned his mind to attracting travelers on the Soo Line into Tomahawk by improving the MT&W's passenger service. He had an old coach rebuilt into a parlor car for day trains and bought an old Pullman sleeping car to use on the night train to the junction with the Soo Line, where the Soo limiteds, both east and west bound, paused about 1 a.m. Passengers were allowed to sleep on the car in the evening and morning at Tomahawk, to avoid an inconvenient transfer to and from the hotel in the middle of the night.

Bradley still had his dream of a line to the East, but to build to Marinette would closely parallel existing railroads. So he went off in another direction. In 1900, he began construction of the MT&W's Antigo Division. Starting from his Harrison line, at a point named Antigo Junction about 9 miles east of Tomahawk, he built south into the Prairie River country northeast of Merrill, founding the towns of Gleason and Doering along the way. Of course he was handling logs from this area to his mills, but it would have been easier to build in from Merrill if that were his only objective.

Antigo may have been the original destination, but somewhere along the way he changed his mind and kept building southeast. His ultimate destination is unknown. It was probably a lake port, either Green Bay or Manitowoc. But Bradley died in January 1903, his plans for Tomahawk and his 60-mile railroad uncompleted.

Bradley's heirs turned more to exploit the operation rather than to develop it with further investment. They cut off further construction on the Gleason line and sold most of it to the Milwaukee Road, ended extravagances such as the sleeping car, and turned to making all the investments show a profit.

They did lengthen the railroad once. In 1904 a small pulp and paper mill, which had been on the east side of the dam south of town, the Milwaukee Road side, expanded to the west side of the dam, and the MT&W built a 3-mile branch down from its Spirit Falls line and over the dam itself to bring in pulp wood and carry away the pulp and paper from the mills on both sides of the dam.

In 1920, a large pulp and paper mill complex was projected just north of the dam, along this branch. Only one mill, however, was built, which became the Tomahawk Kraft Paper Company, the MT&W's biggest shipper and its biggest adversary. The mill, fighting competition from Southern mills, was always trying to get the freight rates reduced on inbound pulp wood. As logging declined and no other traffic replaced it on the Spirit Falls and Harrison lines and the sawmills at Tomahawk closed one by one, this mill and the traffic from it became the life blood of both the town and the railroad.

On other parts of the railroad retrenchment was in order. All passenger service on the MT&W ended in October 1918, a victim of the coal shortage in World War I and the automobile. Timber along the Spirit Falls line was largely depleted by 1932, and farming had never developed, so the twelve miles of track west of the branch to the paper mill were abandoned.

The "Great Depression" hit Wisconsin paper mills hard, and Tomahawk's mills were no exception. The original mill at the dam closed for good and the Tomahawk Kraft Paper Company had to go through reorganization and barely managed to operate. The MT&W, too, barely hung on. Although the Bradley heirs wanted to get rid of it, no one would buy it. Finally, in 1944, the Bradley heirs liquidated all their remaining holdings at Tomahawk, and the railroad was sold to the Tomahawk Kraft Paper Company, which had now recovered enough financially to pay for it.

The National Container Corporation acquired the Tomahawk Kraft Paper Company and the railroad in 1946. The new ownership decided that the connection with the Chicago & North Western at Harrison was no longer essential, and abandoned most of it in September 1946, keeping only a small portion that served a few shippers on the east side of Tomahawk. Even this remnant has since been abandoned. Because of maturing reforestation, the mill kept expanding, giving the line more traffic, and so the MT&W's track was completely rebuilt in the late 1940s. In the early 1950s, the railroad handled as much as 100 carloads in a single day. By the 1970s the mill was the railroad's primary, in fact, nearly exclusive customer. Other former regular shippers, a manufacturing firm, a small pulp mill, a small tissue mill, a fuel dealer and a feed mill, all had shifted to trucks. The MT&W completed modernization in 1957 when it entirely converted from steam to diesel locomotives.

Owens-Illinois Corporation acquired National Container in 1956, and the MT&W along with it. The mill output kept increasing and to prepare for even more traffic from yet another expansion of the mill, the track was completely rebuilt again, beginning in 1976, new rail for the first time being put down. Larger diesel locomotives were purchased. The Soo Line and the Milwaukee Road were at that time unable to supply all the freight cars needed to ship the mill's production, so Owens-Illinois had the MT&W, which had no freight cars of its own any more, lease cars – over 600 of them at the peak – and suddenly the name Marinette, Tomahawk & Western was seen in freight trains all over the country.

The corporate leveraged buyout and breakup mania of the 1980s reached Owens-Illinois, too. In rapid succession, beginning in 1987, the Tomahawk mill and the



A log train on the MT&W near Spirit Falls about 1905. The logs would be hauled to the mills at Tomahawk, about 15 miles. (Collection of C. H. Stats.)



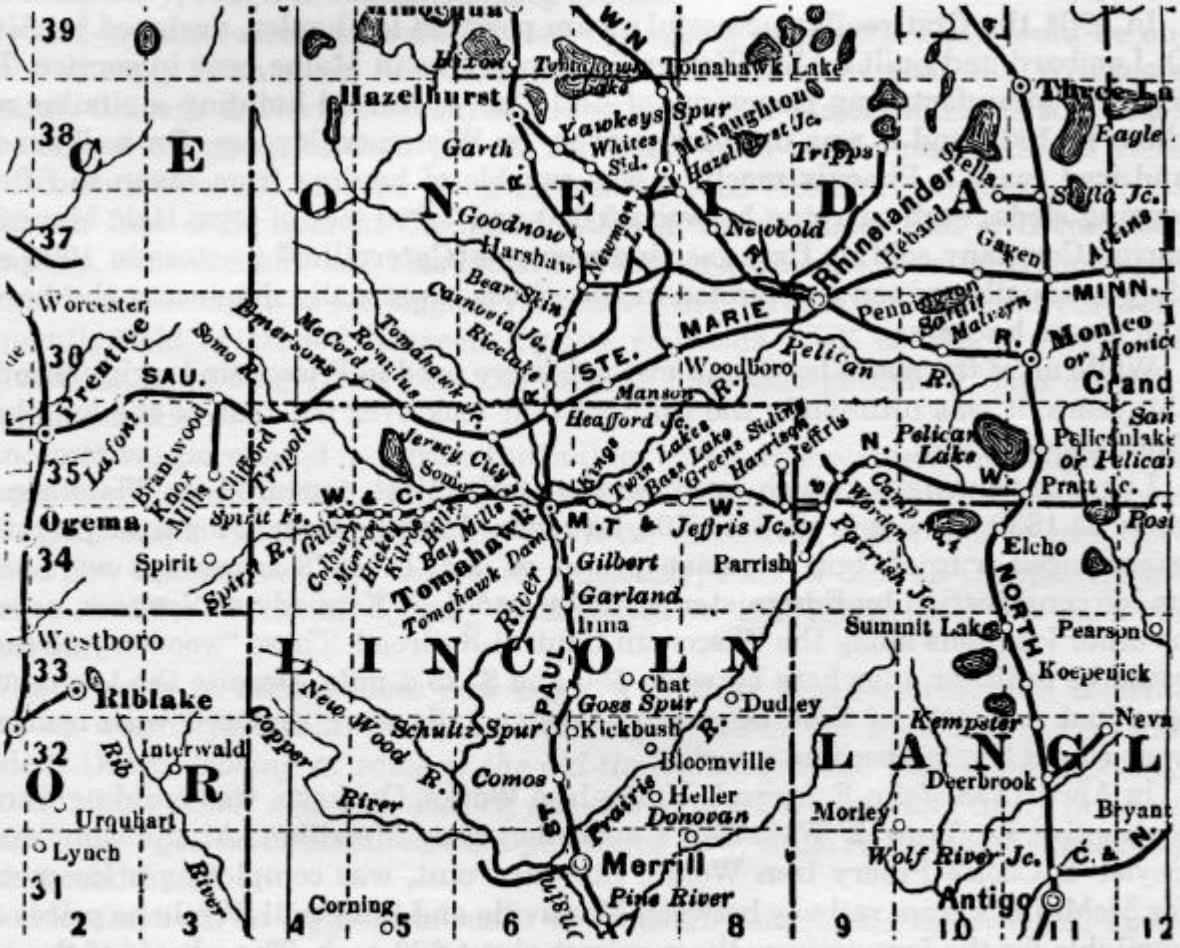
On September 13, 1951, MT&W #19, its newest steam engine (built in 1923) comes over the Wisconsin River bridge into Tomahawk. It is hauling twenty-seven cars, a heavy load for such a small engine. This engine is preserved at Tomahawk. (C. T. Felstead photo.)

MT&W were owned by the New York investment firm of Kohlberg, Kravis, Roberts & Company, Great Northern Nekoosa, Georgia-Pacific, and now Packaging Corporation of America, a subsidiary of Tenneco, the Texas conglomerate.

The larger railroad scene has been changing, too. The Milwaukee Road went bankrupt in 1977 and was sold to the Soo Line in 1985, which then sold much of its old main lines in Wisconsin and the remaining portion of the Milwaukee Road's Valley line to the new Wisconsin Central, Ltd. in 1987.

Tenneco, with a heavy debt load and lower profits than expected, needs cash and has put a number of its non-core assets up for sale, including the Marinette Tomahawk & Western. Will it survive to see its 101st birthday or be gobbled up by its sole remaining connection?

Whatever name is attached to the track, every day when the train goes over the Wisconsin River bridge to the mill, the foresight of William H. Bradley is confirmed. Tomahawk is still around, if not the metropolis he envisioned, at least a city prospering from the rejuvenated forests of the North Woods through the mill and its outlet to the world over rails laid by the Marinette Tomahawk & Western Railroad.



Portion of 1898 atlas showing the W&C and MT&W railroads.

A Brief Look at Wisconsin's Logging Locomotives

By Larry E. Easton

The use of private railroads in Wisconsin's logging industry occurred during a brief, but colorful, period of our state's history. Beginning with the Crescent Springs Railroad at Shell Lake in 1881, steam locomotives hauled logs from remote timberlands to sawmills, that were generally located along major railroad lines. The variety and number of steam locomotives used on the logging railroads of Wisconsin has been poorly documented, but enough data and photographs exist to present a fairly representative sampling of these elusive machines.

Prior to the introduction of railroads as a means of transporting logs, Wisconsin's rivers and streams provided the only economical avenue to mills located in Oshkosh, Chippewa Falls, Eau Claire, Wausau, Marinette and other major sawmill cities. As the available timber receded from the waterways, and rafting or driving became more difficult, sawmills were located closer to the timber holdings. Horse-drawn sleds and wagons were used to transport the logs, which was not only expensive, but dependent on the whims of nature. Roads could turn to mud before the logs were removed from the woods.

In 1901 the first really successful steam powered log-hauler, designed by Alvin O. Lombard and built by his Waterville Iron Works in Maine, was in service. The Phoenix Manufacturing Company, of Eau Claire, started building a similar machine in 1903 and it was used extensively by Wisconsin loggers. On well-graded and iced roads a Phoenix machine was capable of hauling from seven to fifteen logging sleds, each carrying between 5,000 and 7,000 feet of logs. Holt Manufacturing Company sold its first gasoline-powered "Caterpillar" tractors in 1906 and they gradually gained acceptance in the woods, eventually displacing the horses and steam haulers.

While all of the above land-haul methods were used in Wisconsin logging through the years, it was ultimately the railroad that took over the task of the long haul from woods to mill.

Logging tramways (which used wooden rails) first appeared in Wisconsin as early as 1839. It was in the late '70s, however, that this form of log transportation experienced a brief, but intensive period of use. In 1878 tramways were then under construction by Edminister at Colby and J. J. Kennedy at Spencer, as well as other locations along the Wisconsin Central Railroad. These "wooden railroads" could be built for anywhere between $50 and $125 a mile. Despite the low cost, it was just a matter of time before the wooden rails were replaced with iron and year-round logging became a reality.

In April 1878, John F. Morse's Union Iron Works, Oshkosh, was building a tram locomotive for Trow & Wakefield's operation near Merrillan. At the same time, Seyler & Cook's Pinery Iron Works, Stevens Point, was completing a locomotive for McMillan's tram railway between Mannville and their mill. While no prices are available for the locomotives, the cars cost about $60 each. The wheels of the cars

and locomotives were cast concave and the "rail" upon which they ran was a maple log about six inches in diameter.

Although some logging railroads were built to narrow gauge (usually three feet between the rails), it was apparent to most companies that the advantages of standard gauge (4' 8-1/2") outweighed the lower initial costs of narrow gauge. Only where operations were more isolated, or self-contained, did narrow gauge prevail. The Robbins Railroad, of Rhinelander, is a good example of a narrow gauge logging railroad that existed under these conditions. Flanner-Steger Lumber & Land Company also used a 3-foot gauge railroad to haul its logs to the mill pond in Blackwell.

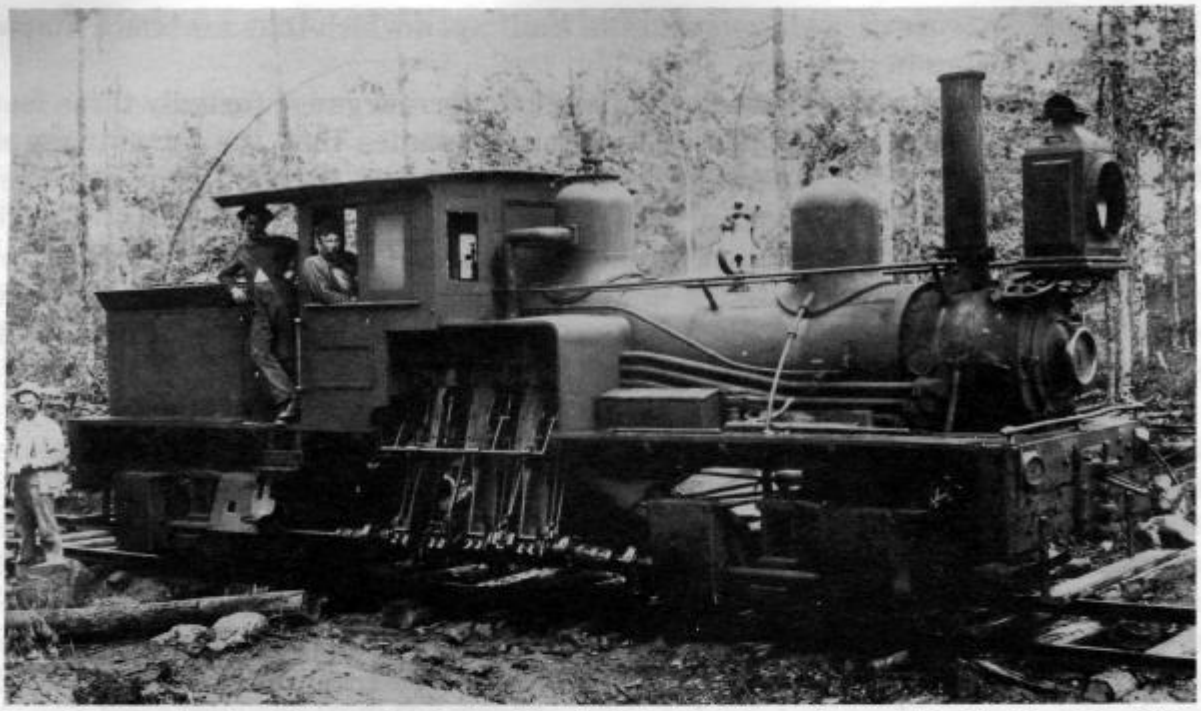
Steam logging locomotives used in Wisconsin are generally classified in two categories. The first, and largest group, can be termed (for lack of a better name) "rod-connected" locomotives. These are the type of locomotives we generally think of when steam locomotives are mentioned – the kind that operated on main line railroads, branch lines and short lines. The second group consists of "geared" locomotives. These locomotives had a drive shaft with gears on the wheels or axles to transmit the power from the steam cylinders. Most of the geared locomotives were designed for use in logging service or similar type situations where the track was temporary, rough or contained steep grades.

Second-hand locomotives were favored by logging railroads. They could be obtained cheaply from main line railroads and records show that the Wisconsin Central, Chicago & Northwestern, Soo Line and other major railroads sold older locomotives to loggers for their private railroads. With careful maintenance these old locomotives could be kept going for years. Used locomotive dealers, such as Southern Iron & Equipment Company, Atlanta; Birmingham Rail & Locomotive Company, Birmingham; and Fitz-Hugh & Company, Chicago, were also sources of second-hand locomotives for logging railroads. And, in addition, locomotives were frequently sold or traded between logging railroads – all of which makes for difficulty in compiling rosters for the logging lines and gathering data on individual locomotives.

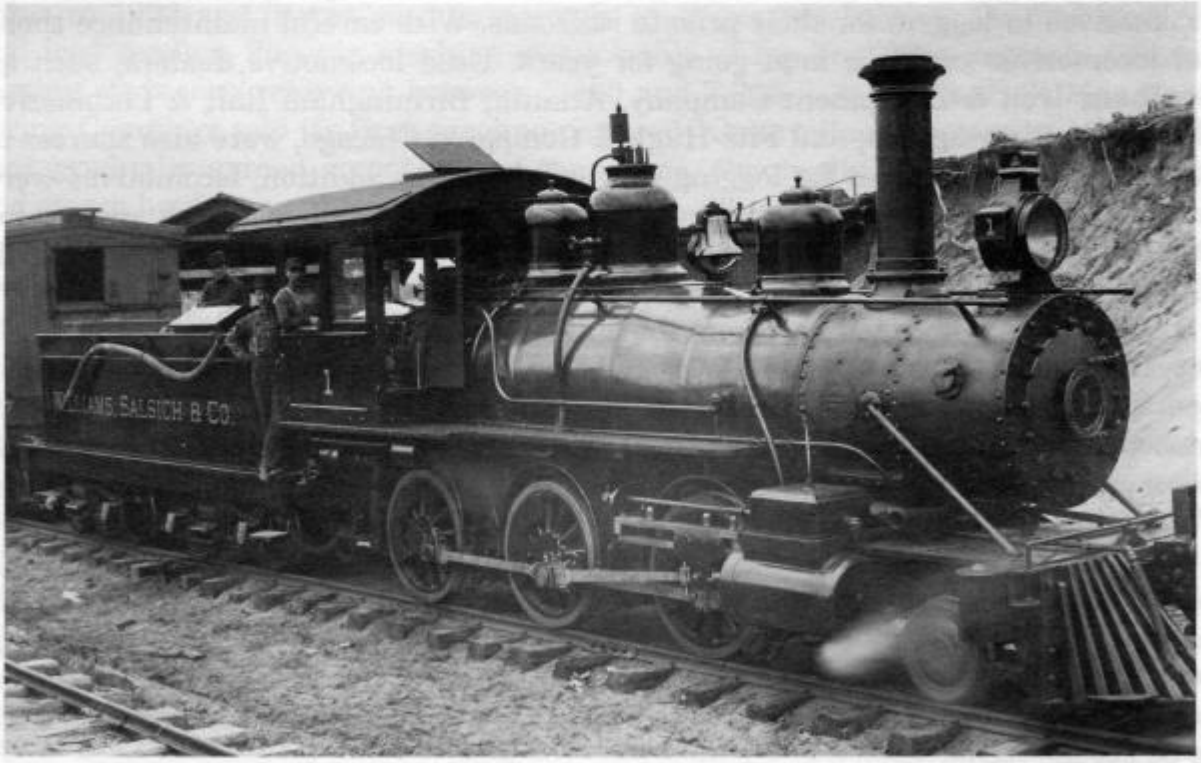
Locomotives purchased new from the builder's were less common, although some private logging railroads had one or two new locomotives over the span of their operation. Major builders, including Baldwin, American, Lima and Porter, furnished new locomotives over the years. Curiously, Filer & Stowell Company, Milwaukee, builders of small logging locomotives in the 1880s, had few sales in Wisconsin.

Was it pride in seeing these new engines in their gold lettering and colorful paint or was it just that the "price was right" when more motive power was needed? (*When looking at some of the old-time photographs, with owners posing proudly next to their new locomotives, one has to think it was more likely the first reason!*) Most geared locomotives were purchased new, while rod locomotives tended to be second-hand.

Rod locomotives on logging railroads were usually small and lightweight. Locomotives with wheel arrangements like 4-4-0's, 2-6-0's and 4-6-0's were common,



Joseph Dessert Lumber Company No. 1 was a Shay built by Lima Locomotive and Machine Co., Lima, Ohio, C/n 351, in June 1891. Dessert operated a sawmill near Mosinee, in Marathon County and had a logging railroad extending eastward towards Elderon. (Courtesy John Cline.)



Williams, Salsich & Company No. 1 was a 2-6-0 built by Baldwin Locomotive Works, Philadelphia, Pennsylvania, C/n 14553, for their logging operations in Vilas County. The company was succeeded by Salsich & Wilson Lumber Company. (Courtesy John Cline.)

mainly because they were available second-hand and could also be used on the light 25-60 pound rails laid on the logging branches. Interestingly, most of the rails used on the logging railroads were loaned or leased from the common-carrier railroads with which they connected. Longer logging railroads, such as the Edward Hines Lumber Company's Superior & South Eastern Railroad and the Roddis Lumber & Veneer Company, used heavier locomotives on track built to higher standards. Conner Lumber and Land Company's Laona & Northern Railway operated well into the 1970s as a common-carrier short line, using diesel power. Their No. 4, a 2-6-2, is still running on the "Lumberjack Special" at the Camp 5 Museum.

Geared locomotives used in Wisconsin were manufactured in several types, but it was the Shay type that was used most extensively. Designed and patented by Ephraim Shay of Michigan in 1881, it used flexible drive shafts and gears along the side of the locomotive to transmit power to the wheels of a swiveled truck. This made it especially adapted to operating on rough track at slow speeds and made it ideal for logging purposes. Shay patented locomotives were manufactured by Lima Locomotive & Machine Works, Lima, Ohio. Over 100 Shay locomotives were used on Wisconsin logging railroads. Henry Sherry's logging companies owned four of them, two of which were narrow gauge. His Shay, C/n 63, the first to be used in Wisconsin, was purchased in February 1883, for what was to become the Wood County Railroad at Vesper. The Goodman Lumber Company (later Sawyer-Goodman) also purchased several Shay locomotives. Their No. 9, C/n 2143, is now on display at the Mid-Continent Railway, North Freedom, Wisconsin. Except for a narrow gauge Shay (from West Virginia) at the National Railroad Museum in Green Bay, it is the last of its kind left in Wisconsin. Most of the logging railroads in Wisconsin used a Shay at one time or another in their existence.

Geared locomotives built by the Climax Manufacturing Company of Corry, Pennsylvania were rare in Wisconsin. It used gears to power the axles of its trucks, but the gears were placed at the center of each axle, rather than on the ends as with the Shay. The Rib Lake Lumber Company, Rib Lake, operated a two-truck Climax around 1903, and another is supposed to have been in service near Laona around 1929. Mainly used by logging railroads in the East and South, Climax locomotives never found much acceptance in Wisconsin.

Charles L. Heisler designed a geared locomotive in the early 1890's. It featured a two-cylinder, V-type engine, driving a center shaft, similar to the Climax. Sterns Manufacturing Company, Erie, Pennsylvania built the locomotives in various sizes. Although the total production was small (less than 700), several found their way to Wisconsin. Bissell Lumber Company, Consolidated Water Power & Paper Company, Hackley, Phelps-Bonnell Company and Roddis Lumber & Veneer Company used Heislers in their operations.

The last and rarest geared locomotive used in Wisconsin was manufactured by the Dunkirk Engineering Company of Dunkirk, New York. Patented by George D. Gilbert in 1888, it was similar in appearance to the Heisler. Only fifty locomotives were built before the company became insolvent in 1893. However, one Dunkirk locomotive was purchased in September 1892, by the Port Edwards, Centralia and

Northern Railway for use between Arpin and Port Edwards. Its fate is unknown – one more example of unanswered questions concerning Wisconsin's logging locomotives.

There is still a great deal of research to be done regarding logging railroads in Wisconsin and the locomotives that made them work. I hope this brief essay will encourage others to join in the task. Working together, I am sure progress can be shown towards a more complete history of this fascinating subject.

List of Wisconsin Logging Railroads

Compiled by James P. Kaysen

October 30, 1982

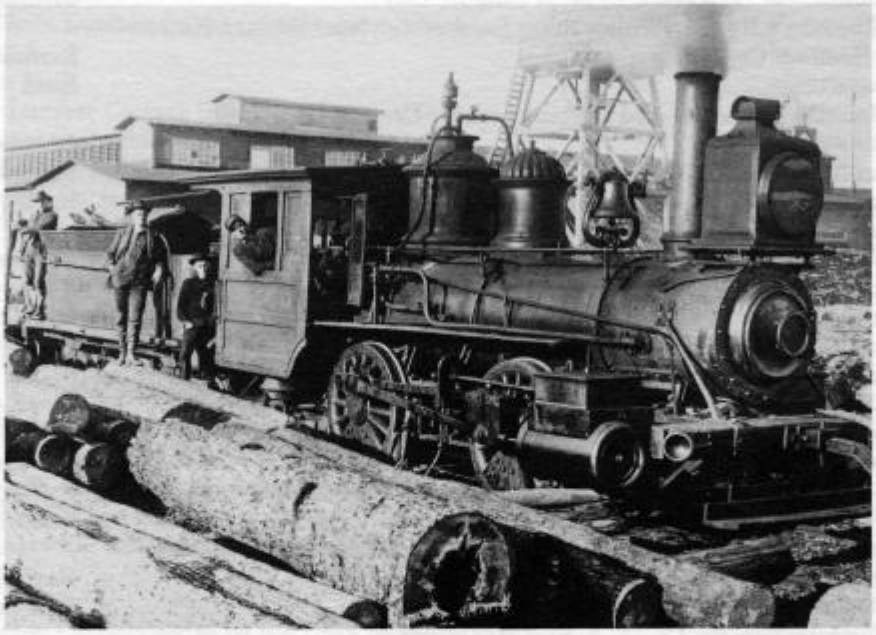
NAMES	COUNTIES
Alexander Edgar Lumber Co. (later Iron River Lumber Co.)	Bayfield
Sever Anderson Logging Co. (contractor to Holt Lumber Co.)	Florence, Forest
Arpin Hardwood Lumber Co. (see also Chippewa Valley & Northern Ry. Co.)	Rusk, Sawyer
Ashland Lumber Co. (see Ashland, Siskowit & Iron River R.R. Co.)	Bayfield
Ashland, Odanah & Marengo R.R. Co. (J. S. Stearns Lumber Co.)	Ashland, Iron
Ashland, Siskowit & Iron River R.R. Co. (jointly owned by Ashland Lumber Co. and Keystone Lumber Co.)	Bayfield
Atwood Lumber & Manufacturing Co. (later Park Falls Lumber Co.)	Price
Bayfield Harbor & Great Western R.R. Co. (subsidiary of Bayfield Transfer Ry. Co.)	Bayfield
Bayfield, Lake Shore & Western R.R. Co. (subsidiary of Bayfield Transfer Ry. Co.)	Bayfield
Bayfield, Superior & Minneapolis Ry. Co. (subsidiary of Bayfield Transfer Ry. Co.)	Bayfield
Bayfield Transfer Ry. Co. (see above for subsidiaries; leased to Wachsmuth Lumber Co. in part)	Bayfield
Bayfield Western Ry. Co. (a logging and transportation contractor)	Bayfield, Douglas
Beldenville Lumber & Veneer Co. (see Chippewa River & Northern Ry. Co.)	Rusk, Sawyer
A. A. Bigelow Co. (see also Washburn & Norhwestern R.R. Co.)	Bayfield
Big Falls Ry. Co. (Wall-Spalding Lumber Co.)	Waupaca
Bird & Wells Lumber Co. (later J. W. Wells Lumber Co.)	Marinette
Bissell Lumber Co. (succeeded Fountain Campbell Lumber Co.)	Oneida, Rusk, Sawyer
Bonifas Gorman Lumber Co. (succeeded Vilas County Lumber Co.)	Vilas
Boyd McAlpine Lumber Co. (later Keith & Hiles Lumber Co.)	Forest
Brooks & Ross Lumber Co.	Shawano, Vilas
Brown Robbins Lumber Co.	Bayfield, Oneida
Buckstaff Sprague Lumber Co.	Shawano
Bundy Lumber Co. (succeeded Jeffris Lumber Co.) (see Lincoln & Oneida County R.R. Co.)	Lincoln, Oneida
Buswell Lumber & Mfg. Co.	Vilas
Cady Mills R.R. Co. (R. C. Davis & Sons)	St. Croix
Chicago, Fairchild & Eau Claire River R.R. Co. (see also Fairchild & Northeastern Ry. Co.)	Clark, Eau Claire
Chippewa Lumber & Boom Co. (see also Chippewa River & Menomonie Ry. Co.)	Rusk
Chippewa River & Menomonie Ry. Co. (Chippewa Lumber & Boom Co.)	Rusk, Sawyer
Chippewa River & Northern Ry. Co. (Beldenville Lumber & Veneer Co.) (formerly Chippewa River & Menomonie Ry. Co.)	Rusk, Sawyer
Chippewa Valley & Northern Ry. Co. (Arpin Hardwood Lumber Co.)	Rusk, Sawyer
C. C. Collins Lumber Co.	Iron
Connor Lumber & Land Co. (see also Laona & Northern Ry. Co.)	Forest, Florence, Langlade
R. Connor Co. (see also Marathon County R.R. Co.)	Marathon

NAMES	COUNTIES
Cranberry Lumber Co., Ltd.	Bayfield
Crescent Springs Railroad Co. (Shell Lake Lumber Co.)	Barron, Burnett, Washburn
Crocker Chair Co.	Langlade
John R. Davis Lumber Co. (see also Lake Shore & Eastern R.R. Co., succeeded by Kneeland McLurg Lumber Co.)	Price
R. C. Davis & Son (see also Cady Mills R.R. Co.)	St. Croix
Joseph Defer Lumber Co.	Iron
Delco & Northern Ry. Co. (Dells Paper & Pulp Co.)	Ashland, Sawyer
Dells & North Eastern Ry. Co. (Dells Paper & Pulp Co.)	Ashland
Dells Paper & Pulp Co. (see also Delco & Northern Ry. Co. and Dells & Northeastern Ry. Co.) (succeeded New Dells Lumber Co.)	Ashland, Iron, Sawyer
Joseph Dessert Lumber Co.	Marathon
Doud Sons & Co.	Marathon
Drummond & Southwestern R.R. Co. (see also Rust Owen Lumber Co.)	Bayfield
Dunbar & Wausaukee Ry. Co. (see also Girard Lumber Co.)	Marinette, Florence, Forest
Fairchild & North Eastern Ry. Co. (N. C. Foster Lumber Co.) (succeeded Chicago, Fairchild & Eau Claire River R.R. Co.)	Eau Claire, Clark
Flambeau Lumber Co.	Vilas
Flanner Steger Land & Lumber Co.	Forest
Forester Mueller Lumber Co. (see also Forster Whitman Lumber Co. and Hiles Lumber Co.)	Forest
Forster Whitman Lumber Co. (see also Forster Mueller Lumber Co. and Hiles Lumber Co.)	Forest
Foster Latimer Lumber Co.	Ashland, Iron
Fountain Campbell Lumber Co. (succeeded by Bissell Lumber Co.)	Rusk, Sawyer
Fitch L. Gilbert	Bayfield
W. H. Gilbert	Douglas
Gilkey & Anson	Oneida
Girard Lumber Co. (see also Dunbar & Wausaukee Ry. Co.)	Marinette, Florence, Forest
Glenwood & Northeastern Ry. Co. (Glenwood Mfg. Co.)	Dunn, St. Croix
Glenwood & Northern R.R. Co. (succeeded Glenwood & Northeastern R.R. Co.)	Dunn, St. Croix
Glidden & Northeastern R.R. (see Mellen Lumber Co.)	Ashland, Iron
Glidden & Southwestern R.R. (see Mellen Lumber Co.) (formerly Nash Lumber Co.)	Ashland, Sawyer
Glidden Veneer Co. (succeeded by Mellen Lumber Co.)	Ashland
Goodman Lumber Co.	Marinette, Florence, Forest
Goodyear, Neillsville & Northern Ry. Co. (Goodyear Lumber Co)	Jackson
Goodyear Lumber Co. (see also Goodyear, Neillsville & Northern Ry. Co.)	Oneida, Vilas
Gurney Lumber Co.	Iron
Hackley-Phelps-Bonnell Lumber Co.	Vilas
Haile & Mylrea	Forest
Hawthorn, Nebagamon & Superior Ry. Co. (Nebagamon Lumber Co.)	Douglas, Bayfield
Hazelhurst & Southeastern Ry. Co. (Yawkey-Bissell Lumber Co.)	Oneida
John Hein Lumber Co. (see also Tony & North Eastern Ry. Co.)	Rusk
Heineman Lumber Co.	Lincoln
Held Lumber Co. (succeeded by Fountain Campbell Lumber Co.)	Rusk
Albert J. Hess	Forest
Hiles Lumber Co. (succeeded Forster-Mueller Lumber Co. and Forster-Whitman Lumber Co.)	Forest
Edward Hines Hardwood & Hemlock Co. (succeeded Park Falls Lumber Co.)	Ashland, Sawyer
Edward Hines Lumber Co. (see also Washburn & Northeastern R.R. Co., Superior & Southeastern Ry. Co., North Wisconsin Lumber Co., Park Falls Lumber Co., Iron River Lumber Co.)	Douglas, Bayfield, Ashland, Sawyer
William Holmes & Son (a logging and transportation contractor)	Marinette, Florence
Holt Lumber Co. (see also Sever Anderson Logging Co.)	Oconto, Langlade, Forest
Ingersoll Land & Lumber Co.	Marathon, Shawano
Ingram Lumber Co.	Rusk
Iron River Lumber Co. (succeeded Alexander Efgar Lumber Co. (see also Edward Hines Lumber Co.)	Bayfield

NAMES	COUNTIES
Jeffris & Northeastern Ry. (see Lincoln & Oneida County R.R. Co.)	Lincoln, Oneida
Jeffris Lumber Co. (succeeded by Bundy Lumber Co.; see also Lincoln & Oneida County R.R. Co.)	Lincoln, Oneida
Jump River Lumber Co.	Price
John H. Kaiser Lumber Co.	Sawyer
Keith & Hiles Lumber Co. (succeeded Page & Landeck Lumber Co.)	Forest
Keystone Lumber Co. (see Ashland, Siskowit & Iron River R.R. Co.)	Bayfield
Kimball & Clark Lumber Co.	Iron
Kinzel Lumber Co.	Lincoln
Kneeland McLurg Lumber Co. (succeeded John R. Davis Lumber Co.)	Price, Oneida, Ashland, Iron
Kneeland West Lumber Co. (succeeded by West Lumber Co.)	Price, Sawyer
Lake Shore & Eastern Ry. Co. (John R. Davis Lumber Co.)	Price
Lake Superior Lumber Co.	Douglas
Land, Log & Lumber Co.	Oneida
Langlade Lumber Co. (succeeded Paine Lumber Co.)	Langlade
Langley Alderson Lumber Co.	Vilas
Laona & Northern Ry. Co. (see also Connor Lumber & Land Co.)	Forest
Lincoln & Oneida County R.R. Co. (Jeffris Lumber Co.)	Oneida, Lincoln
Luger Lumber Co. (succeeded by West Lumber Co.)	Price, Sawyer
Marathon County Ry. Co. (R. Connor Co.)	Marathon
Marshfield & Texas R.R. Co. (Upham Mfg. Co.)	Wood
Mason Donaldson Lumber Co.	Oneida
Mattoon Ry. Co. (Wisconsin Land & Timber Co.)	Shawano
B. F. McMillan & Bro.	Marathon
McMillan-Salsich Lumber Co.	Jackson
Medford Lumber Co.	Taylor
Mellen Lumber Co. (Nekoosa Edwards Paper Co.) (see also Glidden & Northeastern R.R. Co., Glidden & Southwestern R.R. Co., Nash Lumber Co., Mineral Lake & Western R.R. Co.)	Ashland, Iron, Sawyer, Price
Menasha Paper Co.	Rusk
Menominee Bay Shore Lumber Co. (see also Wabeno, Otter Lake & Eastern Ry. Co.)	Forest, Florence, Marinette, Oconto
Menominee Indian Mills	Menominee
Menominee River Lumber Co. (see Quinnesec Logging Co.)	Florence, Marinette
Miner Brothers Lumber Co. (succeeded by Oconto Co.)	Forest, Oconto
Mineral Lake & Western R.R. Co. (Mellen Lumber Co.)	Ashland
Mineral Lake Lumber Co. (see also West Range R.R. Co.)	Ashland
Minneapolis St. Paul & Ashland R.R. Co.	Ashland, Bayfield
Mohr Lumber Co. (succeeded Stotzer Mohr Lumber Co.)	Oneida, Price
Morse & Tradewell Lumber Co.	Langlade
Mosinee Paper Co. (formerly Underwood Veneer Co.)	Iron
S. J. Murphy Lumber Co.	Forest
A. J. Mussell	Bayfield
Nash Lumber Co. (succeeded by Mellen Lumber Co.)	Ashland
Nebagamon Lumber Co. (see also Hawthorn, Nebagamon & Superior Ry. Co.)	Douglas, Bayfield
Nevers & Staples (see also South Range Narrow Gauge R.R. Co.)	Douglas
New Dells Lumber Co. (see also Delco & Northern Ry. Co.) (succeeded by Dells Paper & Pulp Co.)	Sawyer, Ashland
Northwestern Lumber Co. (see also Stanley, Merrill & Phillips Ry. Co.)	Clark, Chippewa, Taylor, Rusk
Oconto Co.	Oconto, Forest, Langlade
O'Day & Daley	Iron, Oneida
W. A. Osburn Lumber Co. (succeeded by Rib Lake Lumber Co.)	Taylor
Owen & Northern Ry. Co. (see also John S. Owen Lumber Co.)	Clark, Taylor, Rusk
John S. Owen Lumber Co. (see also Owen & Northern Ry. Co.)	Clark, Taylor, Rusk
Page & Landeck Lumber Co. (succeeded by Keith & Hiles Lumber Co.)	Forest
Paine Lumber Co. (succeeded by Langlade Lumber Co.)	Langlade
Park Falls Lumber Co. (succeeded Atwood Lumber Co., succeeded by Edward Hines Hardwood & Hemlock Co.)	Price, Iron, Sawyer, Ashland

NAMES	COUNTIES
Peshtigo Lumber Co.	Marinette
Pineville Lumber Co.	Polk, Barron
George W. Pratt (see Wolf & Wisconsin River R.R. Co.)	Oneida
Quinnesec Logging Co. (Menominee River Lumber Co.)	Florence, Marinette
Rib Lake Lumber Co.	Taylor, Lincoln
Rice Lake Lumber Co. (succeeded by Edward Hines Hardwood & Hemlock Co.)	Sawyer
Robbins Lumber Co. (succeeded Brown Robbins Lumber Co.; succeeded by Thunder Lake Lumber Co.)	Oneida, Forest
Roddis Lumber & Veneer Co.	Price, Iron, Ashland
W. H. Rogers Lumber Co.	Forest, Langlade
Rust Owen Lumber Co. (see also Drummond & Southwestern R.R. Co.)	Bayfield
St. Croix & Duluth Ry. Co. (Empire Lumber Co.; later used in part by David Tozer Co. and Washburn & Northwestern R.R. Co.)	Douglas
St. Croix Land & Timber Co. (see also Wildwood Logging Branch R.R. Co.)	St. Croix
Salsich & Wilson Lumber Co. (succeeded Willaims, Salsich & Co.)	Vilas
Sawyer Goodman Co.	Marinette, Florence
John Schroeder Lumber Co.	Ashland, Iron
Scott & Howe Lumber Co.	Iron
Shawano Land & Timber Co.	Forest
Shell Lake Lumber Co. (see also Crescent Springs R.R. Co.)	Barron, Washburn, Burnett
Henry Sherry & Co. (succeeded by Wood County R.R. Co.)	Wood
Sherry & Briggs (succeeded by Wood County R.R. Co.)	Wood
J. S. Smeaton (see Spider Lake Lumber Co.)	Bayfield
South Range Narrow Gauge R.R. Co. (Nevers & Staples)	Douglas
A. H. Stange Lumber Co.	Lincoln, Oneida, Vilas, Marathon
Stanley, Merrill & Phillips Ry. Co. (Northwestern Lumber Co.)	Clark, Chippewa, Taylor, Rusk
J. S. Stearns Lumber Co. (see Ashland, Odanah & Marengo Ry. Co.)	Ashland, Iron
Stewart Lumber Co.	Oneida
Stotzer Mohr Lumber Co. (succeeded by Mohr Lumber Co.)	Oneida, Price
Superior & Southeastern Ry. Co. (Willow River Lumber Co.; later Edward Hines Hardwood & Hemlock Co.)	Bayfield, Ashland, Sawyer
Sweitzer Lumber Co.	Rusk
Thunder Lake Lumber Co. (succeeded Robbins Lumber Co; see also Robbins R.R. Co.)	Oneida, Forest, Vilas
Tipler Grossman Lumber Co.	Florence
Tony & Northeastern Ry. Co. (see also John Hein Lumber Co.)	Rusk
David Tozer Co. (succeeded St. Croix & Duluth Ry. Co. and Washburn Northwestern R.R. Co.)	Douglas
Turtle Lake Lumber Co.	Vilas
Underwood Veneer Co.	Langlade, Forest, Vilas
Unity & Northwestern R.R. (Upham Mfg. Co.)	Clark
Upham Mfg. Co. (see also Unity & Northwestern R.R. and Marshfield & Texas R.R. Co.)	Wood, Clark, Marathon
Vilas County Lumber Co. (succeeded by Bonifas Gorman Lumber Co.)	Vilas
Von Platen Fox Lumber Co.	Florence
Wabeno, Otter Lake & Eastern Ry. Co. (see Menominee Bay Shore Lumber Co.)	Forest, Florence, Marinette, Oconto
Wachsmuth Lumber Co. (leased Bayfield Transfer Ry. Co., Bayfield Harbor & Great Western R.R. Co. and Bayfield, Superior & Minneapolis Ry. Co.)	Bayfield
Wall-Spalding Lumber Co. (Big Falls Ry. Co.)	Waupaca
Washburn & Northwestern Ry. Co. (A. A. Bigelow Co., later Edward Hines Lumber Co.)	Bayfield, Douglas
J. W. Wells Lumber Co. (succeeded Bird & Wells Lumber Co.; see also Wisconsin Northwestern Ry. Co.)	Marinette, Forest
Westboro Lumber Co.	Taylor
West Lumber Co. (succeeded Luger Lumber Co. and Kneeland West Lumber Co.)	Price, Shawano
West Range R.R. Co. (Mineral Lake Lumber Co.; succeeded by Mellen Lumber Co.)	Ashland

NAMES	COUNTIES
Whitcomb & Morris Ry. Co. (Buckstaff Sprague Lumber Co.)	Shawano
White River Lumber Co. (succeeded by Edward Hines Lumber Co.)	Bayfield
Wildwood Logging Branch R.R. Co. (St. Croix Land & Timber Co., later acquired by C. St. P. M. & O. Ry. Co.)	St. Croix
Williams, Salsich & Co. (succeeded by Salsich & Wilson Lumber Co.)	Vilas
Willow River Lumber Co. (Superior & Southeastern Ry. Co.; succeeded by Edward Hines Hardwood & Hemlock Co.)	Bayfield, Ashland, Sawyer
Wisconsin-Michigan Lumber Co.	Vilas
Wisconsin Northwestern Ry. Co. (J. W. Wells Lumber Co.)	Marinette, Forest
Wisconsin, Ruby & Southern Ry. Co. (Ruby Lumber Co., Hawn Lumber Co.)	Chippewa
Wisconsin Timber & Land Co. (see Mattoon Ry. Co.)	Shawano
Wolf & Wisconsin River R.R. Co. (George W. Pratt)	Oneida
Wood County R.R. Co. (succeeded Henry Sherry & Co. and Sherry & Briggs) (later acquired in part by C. M. & St. P. Ry. Co.)	Wood
George E. Wood Lumber Co.	Oneida
H. W. Wright Lumber Co.	Lincoln, Vilas
Yawkey & Lee Lumber Co. (succeeded by Yawkey Bissell Lumber Co.; see also Hazelhurst & Southeastern Ry. Co.)	Oneida, Vilas
Yawkey Bissell Lumber Co. (succeeded Yawkey & Lee Lumber Co.) (see also Hazelhurst & Southeastern Ry. Co.)	Oneida, Vilas, Langlade, Forest



Glidden Veneer Company of Glidden purchased this four-wheeled switcher from the Drummond & Southwestern Railway in 1900 for $2600. The locomotive was originally built for the Chicago & North Western Railroad in 1867 by Danforth and Cooke as No. 297. It was sold to the Rust-Owen Lumber Company (D & S Ry.) in 1894. (Courtesy Howard Peddle.)

The Evolution of the Modern Logging Truck

By Edward Beaumont

In many cases, the truck succeeded the logging railroad in the transportation of logs and lumber. As early as 1913 loggers began using trucks to haul logs from the forest. Two years later two-wheeled semitrailers saw use in logging operations. The truck, however, never became widely used for the transportation of saw logs in the Lake States. By the time the truck had been proven as a transportation medium for logs, most of the large-scale lumbering operations in the region were over. In 1926, for instance, the region produced only 2,047,000,000 feet of lumber of all kinds, of which 899,000,000 feet were softwood and only 497,000,000 feet were pine.

In the Lake States it was in the transportation of pulpwood, ties, posts and poles that trucks found extensive use. One of the major advantages of the truck was that it represented a relatively cheap capital investment. Further, truck owners, especially in the 1920s, did not pay their proportionate share of road improvement costs when their trucks operated over state, county or forest roads. This was especially advantageous to small operators.

Following World War I and the emphasis on smaller scale operations and closer utilization of timber and timber varieties, the truck and its woods companion, the caterpillar tractor became the main means of transportation. Their chief advantage was flexibility. They freed log transportation from the rivers and railroads. With the advent and increased use of the bulldozer, trucks could penetrate almost any wooded area. Portable, or semi-portable, saw rigs cut the saw logs, paper mills utilized the pulp species, telephone companies bought poles and farmers purchased posts. The truck meshed almost perfectly with this closer utilization of the Lake States' forest.

Like many other significant inventions, the development of the logging truck resulted from the cumulative efforts of a large number of experimenters. The most successful prototypes were built by those who incorporated the better features of their predecessors, coupled with their own innovatations.

Transportation accounts for about 20 percent of U. S. GNP and trucks generate about 78 percent of surface transportation revenue. Log trucks play a significant part of this overall picture and have been an obvious focal point to improve efficiency and productivity in freight movement.

There are many different kinds of trucks. The straight truck has the engine, cab and cargo space all built on one frame, or chassis. Early logging trucks in Wisconsin were of this variety. Straight trucks that were used in the 1940s were single rear axle machines, whereas, today we have trucks with one to as many as four rear axles.

Early logging trucks were loaded and unloaded by hand. Loading ramps were built in the woods from dirt or poles. Trucks were backed up to the ramps and logs rolled onto the truck rack by hand. As the truck became loaded, trip stakes made of wood were inserted into pockets at the rear of the truck and the remainder of

the load put on over the side. Once at the delivery point the rear latches on the trip stake pockets were pounded out releasing the rear stakes so the wood could be rolled off the back of the truck.

One major improvement that revolutionized the hauling of logs was the cable jammer. This invention enabled truck owners to have the mobility they needed to expand their operations from private carrier status to contract commercial hauling. Cable jammers employed a gear-driven winch with the cable run up through an "A" frame with an extended boom attached. The owner of the truck could now load his own truck, although it worked best to have another person on the ground putting wood on the cable.

By the late 1940s and early 1950s the semi-trailer truck was becoming more common. Single axle tractor-trailer rigs were used by some operators to haul larger pay loads. Today the highways are traveled by semi-trailer rigs comprised of tandem axle trucks and tandem axle trailers with a trend toward more use of tri-axle trailers. By the 1970s we also saw the advent of the tri-axle, truck quad-axle and truck and pup trailer rigs .

Hydraulic loaders made their appearance on the logging scene in the 1950s. One of the hydraulic loaders to appear on the market was manufactured in Prentice, Wisconsin. The first Prentice loader was a custom built one made by a small company (Heikkinen Machine Shop) to meet the requests of a local logger, Oscar Malvich of Phillips, Wisconsin, who came to Heikkinen Machine Shop with an idea for an improved jammer. This custom built loader attracted the attention of other forest product haulers and the demand for the machine opened up new opportunities for the small machine shop. Between the years 1956 and 1961 Prentice Hydraulics sold 500 hydraulic loaders for a total sales of $250,000. Sales passed the $1,000,000 mark in 1963, $3,500,000 in 1965 and $6,250,000 in 1966. When Prentice Hydraulics was sold to Omark in 1967, sales had exceeded $9,000,000. These new generation loaders were the start of the mobility and freedom of operation enjoyed by today's truckers. Hydraulic loaders made it possible for the trucker to load and unload himself without any assistance. To provide even greater flexibility of operation, the loaders can be mounted behind the cab, at the rear of the tractor (as in the case of the truck and pup), or center mounted on semi-trailers.

Truck manufacturers have also made significant improvements to their products over the years. Gas engines gave way to more efficient diesel ones. As truck size grew, the diesel engines provided a dependable source of power with much greater life expectancy. By the late 1960s, even before fuel got expensive, engine builders began using torque as well as horsepower to move the load. Mack's Maxidyne engine needed only five transmission ratios to get usable power to the wheels because a combination of horsepower and torque was generated throughout its 900 rpm range. Cummins, Caterpillar and Detroit used transmissions with more gear ratios and engines with more horsepower to move loads.

By the 1970s as fuel prices rose, the words "Let'er lug" was the advice given to a truck driver. Most engines developed in this era used less fuel at lower rpms than up at governed speed. Engine torque curves rose higher as revs fell. Torque, not horsepower, did the work.



Tigerton Lumber Company logging trucks lined up in front of the company's office at Tigerton, circa 1935.



One of the first hydraulic lifts ever devised for loading logs was developed by Tigerton Lumber Company and it is shown here in the company yard at Tigerton.

Today, engineers have tweaked power output so horsepower can actually climb as revs drop. Many engines light up a bit as rpms drop back near the 1500 to 1600 rpm range. Thus the truck operator is rewarded by more performance if he keeps the diesel in its "sweet zone" where it uses the least fuel. Horsepower ranges for today's diesel engines run the gammet from 225 hp to 550 hp.

Many of the modern engines are equipped with Jake brakes which help to shorten the stopping distance of the heavy rigs plus help lengthen the brake life of the vehicle. Truck frames and suspensions have been greatly improved over the years as well. Frames have gone from light single rails to heavy double rail design. Spring suspension systems are still prevalent, but more and more log trucks are riding on air bags. The main advantage of air ride is the smoothness it provides for the driver and cargo. Air ride trailers have been around for a number of years, but the air ride pup trailer is just starting to appear on the road.

With the advent of dependable truck air compressors came air brakes for greater stopping ability, air ride cabs, and air operated pintle hooks and locks for pup trailers. Air brake systems are much less susceptible to mechanical malfunction than hydraulic ones.

Electronic equipment has shown marked improvement in recent years. Today trucks are equipped with CB radios, scanners and cellular telephones to co-ordinate the hauling operations. Owners of large operations are better able to keep track of each truck with these electronic devices to ensure the greatest possible efficiency.

With greater emphasis being placed on clean air standards, computerized electronics will play an ever increasing role in the operation of trucks. In the future, computers will not only regulate the amount of fuel metered to fuel injectors, govern the air intake, and monitor exhaust emissions of truck engines, but also monitor such critical items as water and oil levels, and idle time. Should any of these items exceed the manufacturers recommended tolerances, it will cause the computer to stop the engine until the problem is corrected. This type of equipment is known as the emergency engine shutdown system.

Changes in the aerodynamic design of trucks have resulted in more efficiency in fuel usage. Current truck designs are the result of extensive wind tunnel testing. Streamlined cab design produces greater fuel mileage and less air disturbance spilling out from around the cab. When properly installed on a vehicle, spoilers and fairings can greatly improve the air flow around the vehicle when the speed of the vehicle is in excess of 25 mph. Aerodynamic devices enhance the laminar air flow around the vehicle, thus making it more efficient as it slips through the air. This reduction in laminar separation results in enhanced fuel mileage.

As laws change and the pulp trucking industry becomes more and more competitive, the development of improved trucks will continue into the future. Inventors from the backyard mechanic to professional engineer will strive to improve on existing products plus develop new technology to make it possible to deliver the load even more profitably.

Medford's Wisconsin Central Railroad: Its Birth, Death and Renaissance as the "Pine Line"

By Robert P. Rusch

This paper focuses on the twenty-six mile stretch of Wisconsin Central Railroad (WC) northward from Medford toward Prentice, Wisconsin. The paper will treat in an anecdotal fashion the use and abandonment of the line and its reestablishment as the "Pine Line" recreational trail.

By act of Congress in 1864, the United States government granted large tracts of land from the public domain for railroad construction:

> *That there be and is hereby granted to the State of Wisconsin, for the purpose of aiding in the construction of a railroad from Portage City, Berlin, Doty's Island or Fond du Lac, as said state may determine, in the northwestern direction, to Bayfield, and thence to Superior on Lake Superior, every alternate section of public land, designated by odd numbers, for 10 sections in width on either side of said road . . .(to aid in the construction of railroads). . . .*

Armed with this legislation, the WC built its line northward through Medford in 1874 toward Ashland and thereby acquired every other section of land on either side of its railroad grade. Where the public domain had already been transferred to private owners, the WC received compensatory land for a distance not further than twenty miles from its right of way.

By act of Congress passed April 9, 1874, the deadline for the WC to complete the line and thereby acquire land grant was extended until December 31, 1876. By the time the railroad was constructed, the pine lands accessible to the Black River had already been logged. Ironically, the railroad utilized the Black River valley for its right-of-way and several miles of the railroad skirted the river just north of Medford. The Black River is a drivable river and beginning in the 1860s annual log drives carried logs southward as far as Clinton, Iowa.

In 1991 the remains of one logging dam, Prinks Dam, can still be seen in the Black River and adjacent to the railroad grade just north of Center Avenue in the Town of Medford. River drives ceased with the end of the white pine. The advent of the railroad made logging of hardwoods and hemlock possible.

White pine made up perhaps 10 percent of the total virgin forest lands of Taylor County. The heavy clay soils favored hardwoods and hemlock. This meant that largely uncut forests greeted the railroad, and a series of sawmills sprang up along the line.

Much of the railroad grade was laid across swamps. Rails and roadbed would regularly sink beneath the waterline, sometimes forming a lake. As Arthur Latton wrote in his reminiscences:

> *For many years, a section of railroad just south of Westboro had been sinking, and required refilling every little while to keep the track above water; then all of a sudden after one of these fills, several rods*

of the right-of-way dropped out of sight into a lake that was at least eighty feet deep. A temporary road was then made around the sink hole, and the [railroad] company started to make a fill that would settle the trouble for all time. It is reported that 200 carloads of logs and trees, and over 3,000 cars of dirt and gravel were put in before trains could again run over the sunken road bed.

The railroad quickly spawned sidings and connecting lines. John Duncan, for instance, created a tram system using tamarak "rails" in 1879 to transport logs to his Westboro mill.

In 1883 the Chelsea to Rib Lake spur line was constructed. In 1887 two railroad crews worked daily between Chelsea and Rib Lake. Between 1903 and 1915 the Rib Lake spur was operated by the Rib Lake Lumber Company eastward from Rib Lake to Spirit Falls where it junctioned with the Marinette, Tomahawk and Western Railroad. Used until 1950, this spur conveyed the produce of the huge Rib Lake Lumber Company, estimated at 1,470,000,000 board feet of lumber in its sixty-seven years of existence.

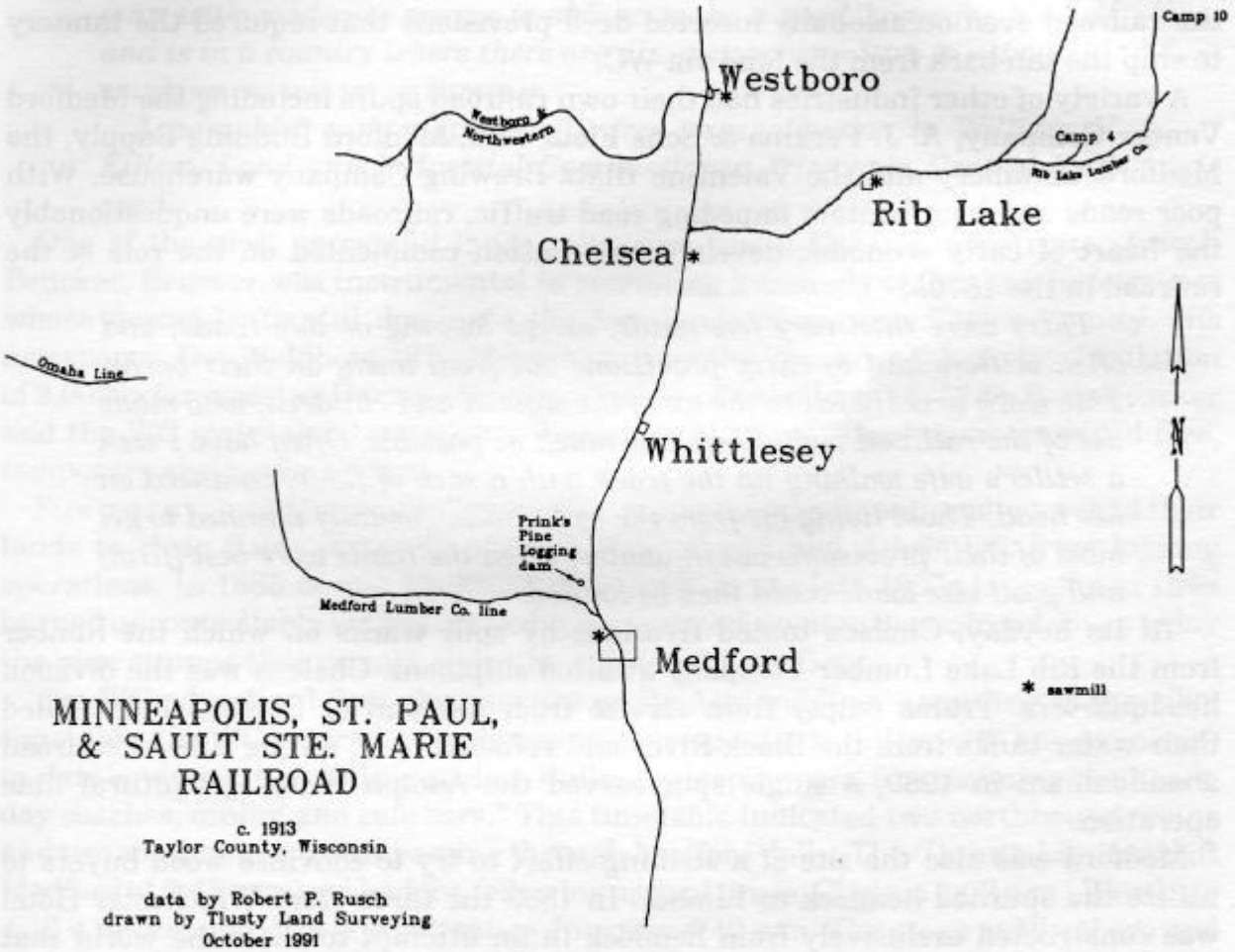
Edward J. Pendergast started as a fireman with the WC in 1881 and retired in 1935. In the 1880s he engineered Locomotive No. 31 between Stevens Point and Ogema. This run required twenty to twenty-four hours:

We had wood racks located one to two miles apart, which the settlers along the tracks would keep filled. Our freight engines were equipped with siphons, which enabled us to get water at different streams or ponds when we could not make the next water tank.

About 1900 the Westboro Lumber Company constructed an extensive logging railroad into the hinterlands of the present Chequamegon National Forest. The line passed beneath the WC on the banks of Silver Creek and siphoned huge quantities of hardwoods to the Westboro mill until its demise in 1923. The Westboro Lumber Company ordered brand new Shay locomotives in 1906 and 1912; the latter locomotive was subsequently sold to the Medford Lumber Company, thence to the J. J. Newman Lumber Company of Hattiesburg, Mississippi and finally to the Homo Chitto Lumber Company of Brude, Mississippi where it was scrapped in 1955.

Medford had high hopes of acquiring an east-west railroad to compliment the north-south WC. The Chicago, Minneapolis, St. Paul and Omaha Railroad built westward from Chippewa Falls through Cornell, Donald, Hannibal before petering out near Hughy, approximately fourteen miles from Medford. According to Arthur J. Latton, the line was graded to within three miles of Medford. This right-of-way may have been used by the Medford Lumber Company in its construction of a thirteen mile spur northwesterly from Medford. Between the three of them, the Medford, Westboro and Rib Lake Lumber Companies had hundreds of miles of non-common carrier track conveying logs to their respective mills and lumber to the WC. One old photograph of a WC box car shows the railroad as "The Lumber Line."

The vast stretches of Eastern hemlock in Taylor County encouraged the development of a tanning industry. Hemlock bark contained tannic acid that was used



MINNEAPOLIS, ST. PAUL, & SAULT STE. MARIE RAILROAD

c. 1913
Taylor County, Wisconsin

data by Robert P. Rusch
drawn by Tlusty Land Surveying
October 1991

to tan hides. Beginning in 1890 the Fayette Shaw family of Boston constructed a number of tanneries in the county. They included huge plants in Medford, Rib Lake, Westboro and Prentice. Smaller tanneries were owned by others. Railroading was an integral part of the tannery business in several ways. Rails transported the bark to the barkyards, hides from as far away as South America to the tannery and the finished product to shoe and leather factories. When it sold land, the railroad even occasionally inserted deed provisions that required the tannery to ship the tan bark from the land via WC.

A variety of other industries had their own railroad spurs including the Medford Veneer Company, A. J. Perkins & Sons Flour Mill, Medford Building Supply, the Medford Creamery and the Valentine Blatz Brewing Company warehouse. With poor roads and long winters impeding road traffic, railroads were unquestionably the heart of early economic development. Latton commented on the role of the railroad in the 1870s:

> *There were then very few roads, except logging or tote roads, and often settlers had to carry provisions out from town, on their backs. This work usually fell to the lot of the women and children, who made use of the railroad right-of-way as much as possible. Often have I seen a settler's wife walking up the track with a sack of flour, balanced on her head. Those living far from the railroad . . . usually planned to get most of their provisions out in winter, when the roads were best [firm] and good size loads could then be hauled.*

At its heyday, Chelsea touted five lengthy spur tracks on which the lumber from the Rib Lake Lumber Company awaited shipment. Chelsea was the division headquarters. Trains empty from service from Ashland or Stevens Point filled their water tanks from the Black River and refueled here. At the time of railroad abandonment in 1989, a single spur served the Adolph Wille agricultural lime operation.

Medford was also the site of a striking effort to try to convince wood buyers to utilize the spurned hemlock as lumber. In 1893 the three story Winchester Hotel was constructed exclusively from hemlock in an attempt to show the world that despite its splintering qualities, it was a worthy building material. The Winchester was razed in 1920.

Railroad construction left an indelible mark on the political map of Taylor and Price counties. The president of the WC, Charles L. Colby, was a Massachusetts native. He named Medford, Whittlesey, Chelsea and Westboro for towns near Boston.

The railroad aggressively pursued settlers by advertisements and direct aids. For many years it operated an immigrant house on the north side of Medford where settlers could detrain and house their families while inspecting prospective farmsteads. Two of the original subdivisions in the city of Medford were platted by the railroad. According to Arthur J. Latton, the railroad donated free lots in the village of Chelsea to settlers. The WC timetable of January 1, 1909, boasted railroad farmland (actually the cutover left following clear cutting and forest fire):

> *Special offerings of farmlands in Taylor, Price and Ashland coun-*

ties, Wisconsin, are now being made. These lands have a clay loam soil, are level or gently rolling and well watered. Clovers and grasses grow in great abundance in these districts and the lands are especially adapted to dairy and sheep raising.

The Wisconsin Central Railroad runs through each of these counties, and lands can be had at a low price and on reasonable terms. A man with moderate means is able to make a good home for himself, and is in a country where there are always opportunities to get outside employment winter or summer.

A pamphlet with maps is sent free on application to William H. Killem, Land and Industrial Commissioner, Wisconsin Central Railroad.

One of the most successful lands colonizers was a German expatriate, Joseph Brucker. Brucker was instrumental in recruiting hundreds of German immigrants whose descendants still dominate the farmlands of eastern Taylor County. His newspaper, Der Waldbote, "The Messenger from the Woods", peaked at a circulation of 2,000 before ceasing German language publication on May 18, 1919. Both Brucker and the WC maintained immigrant houses in Medford. The houses provided free, temporary shelter for settlers.

Fire was a mixed blessing for the settler. Many settlers intentionally torched their lands to clear fields of the huge quantities of tops and debris left from logging operations. In 1885 downtown Medford burned. In the late 1800s large forest fires burned uncontrollably at Chelsea and other spots adjacent to the railroad. Even today the pine stumps that remain show the effects of these fires.

The WC advertised first class service on its Ashland line. According to the 1909 timetable, the WC "operates fast trains on convenient schedules, with handsome up-to-date equipment, including modern Pullman sleeping cars, free reclining chair cars, day coaches, dining and cafe cars." This timetable indicated two northbound trains and two southbound trains passing through Medford daily. The "Duluth Limited" left Medford at 3:45 a.m. and had the following arrival times: Chelsea 4:09 a.m., Westboro 4:17 a.m., Ogema 4:28 a.m., Prentice Junction 4:40 a.m. The stops at Westboro and Ogema would occur only "upon signal." While some towns featured lovely depots, Whittlesey used an old boxcar.

The Soo Line leased the WC in 1909. The Soo Line timetable for January 1, 1949 showed only one northbound and one southbound daily passenger train operating locally. In addition to stopping at Medford, Chelsea, Westboro, Ogema and Prentice, the schedule showed a stop at Whittlesey provided someone flagged the train down. The train was scheduled to travel from mile 27 at Medford at 4:06 a.m. to Ogema – mile 48.8 – at 4:50 a.m. Passenger service still existed on the Chelsea-Rib Lake spur: Leave Chelsea 8:30 a.m., arrive Rib Lake 8:50 a.m. "Due to poor rail conditions" a speed limit of 15 mph was imposed.

Following the economic boom years of World War II, the local economy plummeted. The Rib Lake Lumber Company ceased operations in 1948 and one year thereafter the Rib Lake spur was abandoned. Coal and lime freight shipments fell off. Forest products users discovered that pulp and saw logs could be transported more cheaply

by truck. State Trunk Highway 13 which paralleled the railroad won the day.

Passenger service, the "Laker", ceased in 1963. By 1980 the only locally generated freight consisted of small quantities of pulpwood, lime, steel scrap and fertilizer.

In 1985 the Soo Line Railroad had gone heavily into debt to purchase the Chicago, Milwaukee, St. Paul and Pacific, the "Milwaukee Road". Soo Line executives determined to reduce that debt by spinning off portions of the Soo Line to a new corporation, the "Wisconsin Central Limited." The modern Wisconsin Central was thus born on October 11, 1988.

The death sentence for the Medford-Prentice line sprang from the fact that it is paralleled by the former Milwaukee roadline from Wausau to Tomahawk. There was simply no good economic reason to have two competing lines twenty-five miles apart. Executives of the WC determined to abandon railroad service north of Medford and divert through traffic to the former Milwaukee Road line.

The announcement of abandonment in 1988 caused locals to explore the creation of a recreational trail. Inspired by railroad-to-trail conversions at Iron River and Elroy, Wisconsin, Medford attorney Raymond H. Scott and others negotiated with officials of the Wisconsin Central Ltd. Those negotiations produced an "interim use agreement." Under an interim use agreement the Interstate Commerce Commission authorizes a railroad to remove track but not legally cease railroading; the right-of-way may be converted to a trail while the railroad maintains a discretionary right to rebuild its line and resume rail operations. Under this legal fiction, no abandonment of the railroad line occurs – even though the railroad tracks and ties are removed. Since there is no technical cessation of railroad activity, there is no reversion of the railroad lands to landowners holding reversionary rights in the real estate.

Research showed that approximately one-third of the land on the twenty-six mile trail corridor north of Medford had no recorded title in the railroad. On those parcels the railroad had been built on real estate without benefit of a conveyance of record to the railroad. If the railroad abandoned such a line, the adjacent landowner had a strong claim to the right-of-way. This was a problem which had plagued rail to trail conversions throughout the United States and had generated the 1983 Federal Rail Bank Law. Rail banking allows the railroad to enter into an interim use agreement with a municipality whereby the municipality may use the right-of-way until such time as the railroad seeks to re-establish operations. On February 21, 1990, this statute was declared constitutional by the unanimous decision of the United States Supreme Court in **Preseault vs. Vermont**.

The Medford to Prentice trail corridor was conveyed to Taylor and Price counties by the Wisconsin Central Ltd. pursuant to an interim use agreement in 1989. In return, the railroad acquired a 460 acre parcel of tax delinquent land in central Taylor County. An eight member bi-county rail/trail commission was established by the County boards of Taylor and Price counties to construct and manage the trail, then renamed "The Pine Line."

On a snowy December 15, 1990, The Pine Line was dedicated as a multi-purpose recreational trail. Its name honors the illustrious lumber history of the railroad. The eastern white pine is a prolific and aggressive seeder of vacant lands. Ironically, remnant pine along the trail are rapidly reseeding the Pine Line trail corridor with a new generation of Pinus strobus.

Citation For Distinguished Service Award - 1991
Milton E. Reinke

When this year's recipient of our Distinguished Service Award retired in 1986, after thirty-five years of dedicated service in the Wisconsin Department of Natural Resources, little did he realize that retirement would not mean exclusion from related activities. On the contrary, various organizations continued to call on him for help with their programs. That cooperation was then always willingly and cheerfully given, just as he had done as part of his official duties in his position of Chief State Forester. We are referring, of course, to Milton E. Reinke, of Madison.

Following in the footsteps of other nationally-known Wisconsin state foresters such as Fred Wilson, John Beale and Stan Welsh, Milt Reinke directed with great enthusiasm an excellent forestry program and in many respects, made it even better and more efficient. State foresters from our neighboring Lake States, whose programs lacked public and legislative support, would often speak about Milt's ability to maintain and expand his outstanding organization. It was therefore not surprising, and entirely appropriate, that Milt eventually came to serve as president of the national Association of State Foresters.

Milt's tenure as Chief State Forester was highlighted by several significant achievements. Not the least of those was a landmark project known as "A Strategic Plan for Wisconsin Forests," which charted the future of forest land management for the next forty-five years. When published, Milt was quoted as observing that "The forests of Wisconsin, like the legendary phoenix bird, have arisen from the smoke and ashes of a devastated pine empire to become once again a priceless natural resource." That quotation quite aptly illustrates our Association's motto of "The past is but prologue to the future."

Some five or six years ago, when we began to develop a photo exhibit which would depict the role of the "landlookers," the surveyors and timber cruisers, who preceded the loggers and lumbermen, Milt diligently searched the archives of the State Historical Society and the DNR for appropriate photos and arranged for their reproduction. His selections now comprise one of a series of theme exhibits being developed by our Association for educational purposes.

Milt was one of our charter members when we organized in 1976, and two years later decided to become one of our first Life Members. His enthusiasm for the Association's program was such that he was instrumental in the initiation of an audio-slide presentation on the history and progress of forestry in Wisconsin, an educational program that was subsequently adopted by the Wisconsin section of the Society of American Foresters.

For his dedicated service to our Association as a past director and charter member, and for his role during a thirty-five year period in the restoration of Wisconsin's forests to much of their original beauty, we take utmost pleasure in presenting this plaque to Milton E. Reinke.

Citation For Distinguished Service Award – 1991
Price County Historical Society

As many of you are probably aware, there are many museums that have been converted from the mansions of lumber barons, from the log cabins and homesteads of early settlers, from railroad depots, from one-room school houses and even from churches.

But among these many conversions is one that is quite unusual, an old town hall that is situated in the village of Fifield. Such is the museum of the Price County Historical Society, the 1991 recipient of our Distinguished Service Award to an organization.

The town hall was acquired in 1967 and it took eight years of persistent effort and fund-raising to restore the building and then to collect and prepare the displays of artifacts from 1879 through the 1930s, including relics of early logging. Now on the National Register of Historic Places, the Old Town Hall represents an outstanding example of what the dedication of a historical society can achieve with the help of volunteers and other community organizations and businesses.

That, however, was not the Price County Historical Society's only achievement. As long as ten years ago, it first joined forces with the U. S. Forest Service to begin the restoration of the Round Lake Logging Dam, located in the Pike Lake area of northeastern Price County. Today, they are involved in a three-year project to reconstruct that dam, which will preserve an impressive example of a log-driving dam and the role it served in the logging industry of the area. This structure, also, is on the National Register of Historic Places.

Apparently these two major projects have not been enough to satisfy the energies and ambitions of its members, for the Price County Historical Society has also initiated a movement to renovate and preserve the old Phillips High School.

Furthermore, the Society has put together a traveling exhibit which is circulated around the country to bring its history and forest heritage directly to the citizens, particularly the younger generation. A quarterly newsletter also keeps members informed on items of local history as well as ongoing activities of the Society.

For its dedication to the preservation of the region's forest history in general, and that of the Price County area in particular, we are extremely pleased to present this plaque to the Price County Historical Society and to its president, Russell Kirchmeyer.

Annual Report of Secretary-Treasurer

(Fiscal Year Ending 6/30/91)

Today I will first report on the status of our membership. It is certainly regrettable that we lost nineteen members for a variety of reasons, including the death of four. However, we were able to enroll twenty-one new members, so our net gain was two. Although that is not what might be termed "robust growth," I think it is a sign that we continue to interest new people in our objectives and publishing efforts. As I have said so often before, it is up to you, the general membership, to help spread our message of preserving the state's forest heritage.

How can you help to do that? Most of you probably belong to a local historical society. That should be an opportunity to distribute our membership solicitation brochures to its members who may have some interest in our aspect of history. Does your local library have a free pamphlet rack? Put a small supply of our brochures on display. Do you belong to a service club, a P.T.A., a church group or any other organization that meets regularly? Take advantage of such occasions to hand our a copy of our brochure. It may not result in a new member joining us right then, but at least they will become aware of our existence and perhaps follow-up at some further date.

Remember, our financial health depends a lot on membership dues! Which leads me to my financial report. For the second consecutive year, I am pleased to report that we ended the year with an operating gain – also known as a profit. This was a modest $594.23 and was achieved by careful adherence to the annual budget that was adopted by your Board of Directors. Revenues from dues fell about 12 percent short of our budgeted goal, but investment income exceeded expectations by 6 percent. Income from the sale of publications and the 1990 auction was about 10 percent over budget.

On the other hand, disbursements in total were 9 percent **below** budget. To a considerate degree, that happy result was achieved with the help of donations of paper stock by Badger Paper Mills of Peshtigo for "Chips & Sawdust" and by Georgia-Pacific of Nekoosa for the "Proceedings." We are optimistic that this cost-savings will continue.

Where do we stand as to cash assets on June 30, 1991? On that date, our checking account balance was $882.04 and our investment accounts totaled $30,525.87 for a total of cash assets of $31,407.91. Although this seems like a pretty healthy sum, I call your attention to the fact that current rates of return on money market fund investments and CDs are less than 6 percent and such investment income will pay for only half the cost of our two publications. Obviously the $3.00 increase in membership dues last year is quite justifiable. It becomes all the more apparent that we need to get more members to carry on a successful program. Also helpful, of course, would be more donations to the general capital fund, to the several memorial funds and to the student scholarship fund, all of which are invested and only the interest income used for operations.

Copies of the financial report are available here upon request, and will also be published in the 1991 "Proceedings."

Frank N. Fixmer
Secretary-Treasurer

Forest History Association of Wisconsin
Operating Statement 7-1-90 thru 6-30-91

RECEIPTS				
Membership Dues -	Individuals -	Renewed	$1,681.50	
		New	228.00	
	Corporate -	Renewed	600.00	
		New	50.00	
	Family -	Renewed	0	
		New	40.00	
	Others -	Renewed	55.00	
		New	0	
				$2,654.50
Donations -	Unrestricted			8.00
Publications -	Sales			445.31
Auction				273.00
Annual Meeting				1,036.00
Other Income -	Checking Account Interest		87.39	
	Investments		2,666.84	
				2,754.23
	TOTAL RECEIPTS			7,171.04
DISBURSEMENTS				
Postage, permits, labels				855.95
Stationery and office supplies				260.77
Publishing -	"Chips & Sawdust"		323.25	
	"Proceedings"		2,260.80	
				2,584.05
Membership Promotion/Retention				0
Distinguished Service Awards				187.50
Student Scholarship Award				300.00
Annual Meeting				1,189.96
Donations				115.00
Cost of Sales				47.50
Exhibits				122.96
Administration -	Services		500.00	
	Travel		175.00	
	Telephone		25.39	
	Office Miscellaneous		0	
	Bonding/Insurance		111.00	
				811.39
Miscellaneous -	Bank Debits, Library, State Report			101.73
	TOTAL DISBURSEMENTS			6,576.81
OPERATING GAIN (or LOSS)				594.23

Forest History Association of Wisconsin
Financial Statement 7-1-90 thru 6-30-91

RECONCILIATION OF CASH ASSETS			
Checking Account - 7/1/90			
M & I First American		$ 586.25	
Investment Accounts - 7/1/90			
Smith Barney	$19,705.00		
Shearson Lehman	10,004.58		
		29,709.58	
			$30,295.83
Add: Net operating gain for fiscal- '90-'91			594.23
Add: Capital funds donations for fiscal - '90-'91			1,358.00
Less: Capital fund expenditures (exhibit)			(840.15)
TOTAL CASH ASSETS - 6/30/91			31,407.91
SUMMARY OF CASH ACCOUNTS			
Checking Account - 6/30/91			
M & I First American		882.04	
Investment Accounts - 6/30/91			
Smith Barney	20,514.00		
Shearson Lehman	10,011.87		
		30,525.87	
TOTAL CASH ON HAND			31,407.91
Restricted Cash Funds (see below)		28,538.63	
Unrestricted Cash Funds (accum. reserve)		2,869.28	
TOTAL CASH ASSETS			31,407.91
SUMMARY OF RESTRICTED CAPITAL FUNDS			
General Fund - Balance 7/1/90	23,830.78		
Additions fiscal - '90-'91	816.00		
Expend. fiscal - '90-'91	(840.15)		
		23,806.63	
Memorial Fund (L. G. Sorden)			
Balance - 7/1/90	1,590.00		
Additions fiscal - '90-'91	0		
		1,590.00	
Student Scholarship Fund			
Balance - 7/1/90	1,700.00		
Additions - R. C. Brown	320.00		
General	222.00		
		2,242.00	
Life Membership Fund			
Balance - 7/1/90	900.00		
Additions fiscal - '90-'91	0		
		900.00	
TOTAL RESTRICTED CAPITAL FUNDS		28,538.63	

Minutes of Annual Members Business Meeting

The meeting was called to order by President Joyce Bant at 3:00 p.m. with approximately 43 registered members and guests present.

The minutes of the meeting of October 5, 1990, were read by the Secretary and approved without any additions or corrections.

President Bant gave her annual report, reviewing the activities and accomplishments of the Association during the '90-'91 fiscal year. Secretary Fixmer then presented his financial and membership report. Both reports were accepted and approved, and are appended to these minutes, along with the detailed operating statement for the fiscal year ended June 30, 1990. As always, copies are available to members upon request and will be published in the 1991 edition of the Proceedings of the Annual Meeting.

Upon proper motion and second, the actions of the Board of Directors and officers during the past fiscal year were duly approved and ratified.

Secretary Fixmer then informed the membership that the Board had previously approved an amendment to the By-Laws whereby representation on the Board by the Student Chapter of the Wisconsin Society of American Foresters at U.W.-Stevens Point was dropped because of lack of interest and participation. On proper motion and second, the amendment was duly ratified.

The report of the Nominating Committee was then presented by John Saemann. Their nominations for directors to serve two-year terms were: Frank Fixmer, Mosinee; Randall Rohe, Waukesha; Don Lambrecht, Green Bay; and Forest Stearns, Rhinelander. There being no further nominations offered from the floor, a motion was made, seconded and approved to close further nominations and for the Secretary to cast a unanimous ballot for the nominees named.

President Bant then opened the floor for discussion on any subjects of interest to the membership. Information was provided by Bob Rusch on the local area's portion of the Wisconsin Ice Age Trail system, which includes thirty-eight sites of historic interest, including the sites of former logging camps and logging railroads. Another member inquired into the availability of back issues of "Chips & Sawdust," which could be of interest to researchers and future members of the Association. The Secretary stated that copies of every issue have been sent to the State Historical Society in Madison, and to the Area Research Center at the U.W.-Stevens Point, but that he did not know if a permanent file was kept by those organizations. However, he keeps a full set at his home office which will eventually be put in the Association archives at the Area Research Center in Stevens Point. Some recent back issues are available on request but the supply is limited due to lack of space.

There being no further discussion, the meeting was declared adjourned at 3:40 p.m.



Frank N. Fixmer
Secretary-Treasurer

Back Issues of Proceedings

(Prices Indicated Are Postpaid)

- **3rd Annual Proceedings** - 1978 - $2.00
  "Tanneries and the Hemlock Bark Industry"; "Railroad Logging in Wisconsin"
  "Pulpwood Rafting on Lake Superior"
- **4th Annual Proceedings** - 1979 - $2.00
  "The Northern Wisconsin Settler Relocation Project"; "The Development of the Wisconsin Paper Industry"
  "The Menominee River Boom Company"
- **6th Annual Proceedings** - 1981 - $2.00
  "History of Logging on the Menominee Indian Reservation"
  "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982 - $3.00
  "The Apostle Islands and the Lumbering Frontier"; "History of Logging in Vilas County, WI"
- **8th Annual Proceedings** - 1983 - $3.00
  "History of Log Transportation in Wisconsin"; "The Last Logging Railroad Operation in Wisconsin"
  "The Civilian Conservation Corps"
- **9th Annual Proceedings** - 1984 - $4.00
  "Footprints in the Forest - What the Loggers Left Behind"
  "Drummond, WI - Rust-Owens Company Town"
- **10th Annual Proceedings** - 1985 - $5.00
  "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 - $5.00
  "Historic Chippewa Falls, WI"; "Women Came to the Woods"
  "Eau Claire and the Lumber Industry"
- **13th Annual Proceedings** - 1988 - $5.00
  "Logging and Early Shawano"
  "Tigerton Lumber Company 1887 - 1987: The First Hundred Years"
  "Oshkosh: The Rise and Decline of a Lumber Center"
- **14th Annual Proceedings** - 1989 - $5.00
  "Salvaging Deadheads on the Menominee River"
  "The Boom and Bust of Peshtigo Harbor"
  "From Pine to Hardwood . . ."
- **15th Annual Proceedings** - 1990 - $5.00
  "A Conservation Activist of the 1930s, Mrs. Wilhelmine LaBudde"
  "Demonstration Forests in Wisconsin"
  "A History of Forestry Education at UW-Madison"

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 Frank Fixmer, Secretary-Treasurer, F.H.A.W., 403 McIndoe Street, Wausau, WI 54401.

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"LOGGING AND LAND STEWARDSHIP HISTORY NEAR THE WISCONSIN-MICHIGAN BORDER"

Proceedings

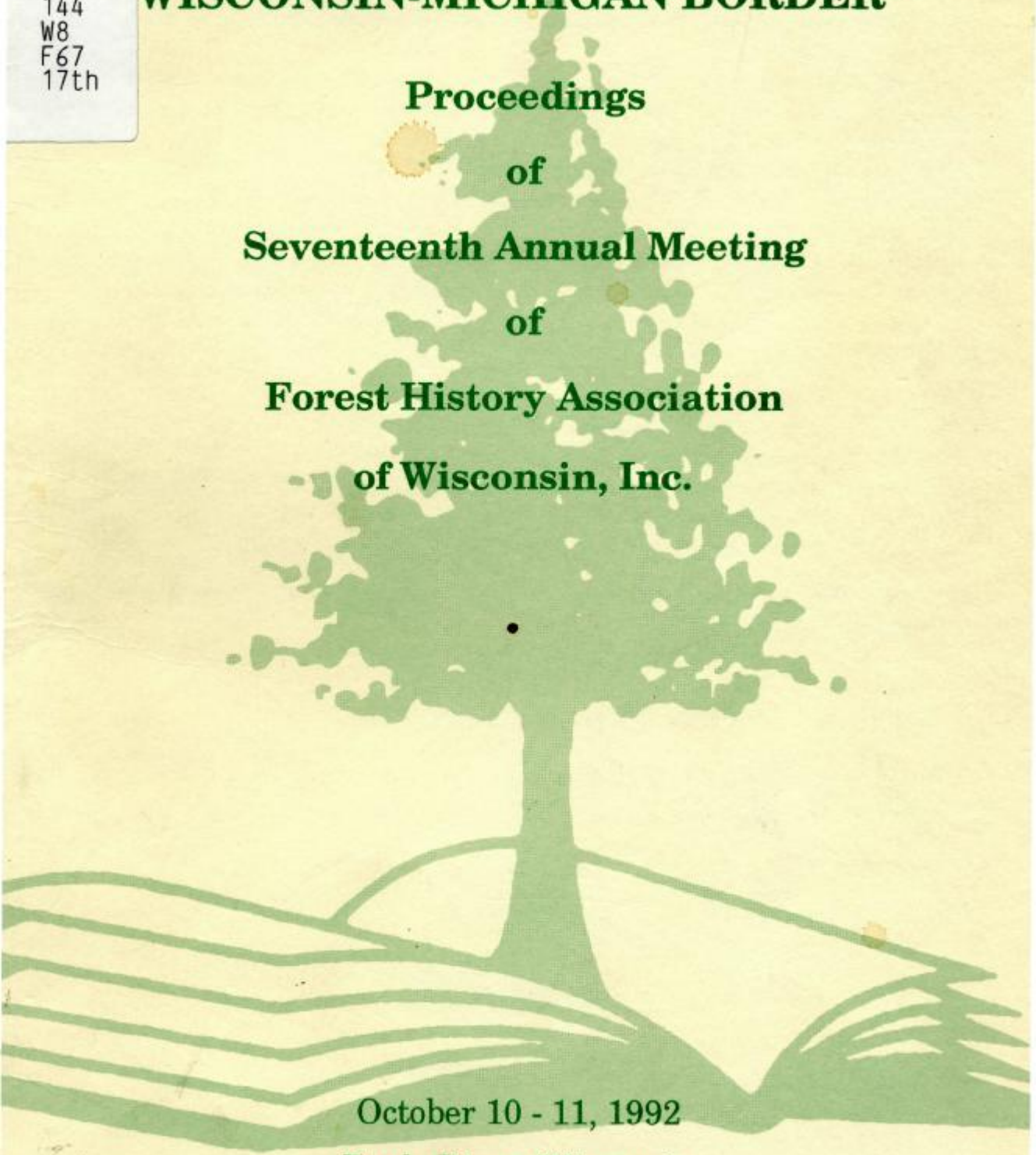
of

Seventeenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.



October 10 - 11, 1992

Eagle River, 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 Forest History Association of Wisconsin, Inc., 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 1992-1993 are: Mike Sohasky, president; Eugene Harm, vice-president; Frank N. Fixmer, secretary-treasurer; Jacques D. Vallier, Thomas Albrecht, Karl Baumann, Don Lambrecht, Randall Rohe and Forest Stearns.

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

History of the Nicolet National Forest
Some Historic Events in Wisconsin Logging
Some Events in Wisconsin Forest History
Bibliography of Wisconsin Forest History
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 54401



The Print Shop, Wisconsin Rapids, WI 1993

Proceedings

of

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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 written papers presented, at the seventeenth annual meeting of the Forest History Association of Wisconsin on October 10-11, 1992 at Trees for Tomorrow, Eagle River, Wisconsin.

The Board of Directors is most grateful to the staff of Trees for Tomorrow and the Sylvania Wilderness and Recreation Area (Ottawa National Forest) for their hospitality. Their help assured a successful meeting. The Sunday field trip included a tour of the Sylvania Wilderness and Recreation Area and stops at the Trout Lake Nursery and Star Lake Plantation. Our thanks to Bonnie Peacock and Don Bur for leading the field trips. Their presentations are included in this year's proceedings.

The annual auction proved the most successful ever. Mike Sohasky, again, did an excellent job as auctioneer. We hope members will continue to help with donations of logging relics, artifacts, and related memorabilia. This year we were able to add almost $1,000 to our capital fund.

Finally, our appreciation to the local arrangements committee – Lee Andreas, Al Barden, Walt Mayo, and Henry Haskell, and to the various speakers who presented papers. Bill Wolff's presentation, "The CCC Story in Wisconsin," consisted of a slide presentation, not a written paper, so it wasn't possible to include it in these proceedings.

The proceedings of our nineteenth annual meeting (to be published in the spring of 1995) will mark my tenth and last year as editor. It is not too early for members to begin thinking about replacing me. In fact, it probably would be advantageous for the next editor to work jointly with me on the nineteenth annual proceedings. Anyone who has any interest in the position or has someone to recommend for it, please contact me or one of the officers of the association.

Randall Rohe, Editor
Patricia Rohe, Assistant Editor

President's Annual Report

Welcome members, spouses, and guests to the 17th annual meeting of the Forest History Association of Wisconsin. We are very pleased that this meeting is taking place at Trees for Tomorrow Natural Resources Educational Center in Eagle River. Since its founding almost 50 years ago, "Trees" has educated over 200,000 people about their environment and forestry. Over those many years, forest history has not only been taught, but observed.

This annual meeting is special due to the fact that the Wisconsin Forestry Hall of Fame will be inducting two individuals who have made significant contributions to the practice and progress of forestry in Wisconsin. Since the first induction in 1984, 21 people have been honored. Several members of the Forest History Association came up with the idea in 1982, and it is appropriate that the ceremony takes place in conjunction with our annual meeting on the "Hall's" tenth anniversary.

I would like to thank the planning committee of this year's meeting: Lee Andreas, Al Barden, Walt Mayo, and especially Henry Haskell. Henry not only helped with speakers, as Executive Director of "Trees" he is host for this meeting and arranged the scheduling of these fine facilities.

Secretary/treasurer Frank Fixmer not only helped with the annual meeting, but continued to be the "driving force" that helps keep the association together. We all appreciate the amount of time Frank gives to the association, and he deserves a well-earned thank you from all of us.

During the year 1991-92 the association has continued to be active in preserving and promoting forest history. Listed below are the primary activities accomplished by the association.

Publicity - Due to the efforts of committee chair Joyce Bant, publicity regarding our association is at an all time high. Articles appeared in the Timber Producers magazine, SAF newsletters, and various newspapers. In addition, the association was featured on the front page of the local section of the ***Wausau Daily Herald*** in February. Board member Don Lambrecht was featured in an article in the Green Bay Press Gazette last December.

Publications - Editor Dr. Randall Rohe of Waukesha continued his fine work for the association in publishing "Chips and Sawdust" and the "Annual Proceedings". Unfortunately, due to time constraints, Dr. Rohe has decided to resign his editorship of "Chips and Sawdust", effective with the February 1993 issue. He will continue as editor of the "Proceedings" until the spring of 1995 . Therefore, we are in need of an editor for "Chips and Sawdust" and I encourage any member to consider the job and contact me accordingly.

Membership - Of critical importance to the association is the retention and acquisition of members. Fifteen new members were enrolled in 1991-92. In addition, three new corporate members, three new non-profit organizations, five new families, and one new lifetime member were added. Offsetting these gains was the loss of five members by death and nine for nonpayment of dues. This speaks well,

considering the fact that general dues were increased by $3 effective July 1, 1991.

Financial - Secretary/treasurer Fixmer has a complete financial statement in his report.

Student Scholarship - Chaired by John Saemann, the annual $300 scholarship was awarded to Mr. Gregg Kvaley, a student at Fox Valley Technical Institute. He was also the prior year's winner.

Distinguished Service Awards - At last year's annual meeting in Medford the association recognized Milton E. Reinke and the Price County Historical Society as recipients of the Forest History Association of Wisconsin's annual Distinguished Service Awards. This year two more Distinguished Service Awards will be presented.

Traveling Exhibit - Frank Fixmer has manned our traveling exhibit which publicizes the association and focuses on various aspects of forest history. The exhibit was displayed at Wausau's Log Jam Festival, Wisconsin Woodland Owners Association's annual meeting, Trees for Tomorrow, and at the Logging Congress of the Wisconsin-Michigan Timber Producers.

Contributions - The association has been active in supporting the preservation of forest history financially through donations of $100 each to the Round Lake Dam reconstruction project, the Landmark Pines wayside sign, and Forestry Hall of Fame capital campaign.

Future Plans - The association plans on updating and reprinting Educational Leaflet #1 - "Firsts in Wisconsin's Forest History". In addition, we **must** find an editor for "Chips and Sawdust" before next spring. The 1993 annual meeting will be held in Antigo and will be centered around the theme "Archeology and Forest History". Dr. Rohe will chair the event.

Final Thoughts - As our membership continues to age, we need to continue our efforts to recruit new members, especially the younger people who need to be encouraged to join. History to many people is not glamorous. Our association must compete against many demands for people's leisure time. It has been documented that things such as "mass mailings" and advertisements are not nearly as effective as word-of-mouth. We all must ask and invite someone to join our organization. Understanding history will help us to live into the future.

Respectfully submitted,
Michael Sohasky, President
Forest History Association of Wisconsin

Forest History Association of Wisconsin
17th Annual Meeting of Members
October 10-11, 1992
Eagle River, Wisconsin

THEME: *Logging and Land Stewardship History Near the Wisconsin-Michigan Border*

Saturday, October 10th
Natural Resources Education Center, Trees for Tomorrow

8:00 a.m. –	Registration, coffee/donuts
9:00 a.m. –	Welcome – Henry Haskell
9:05 a.m. –	Introductions – Mike Sohasky
9:10 a.m. –	Historical Development of the Nicolet National Forest – Terry Moore
9:50 a.m. –	Development of Forestry on the Industrial Forest Lands of Consolidated Papers, Inc. – Ralph Swanson
10:30 a.m. –	Coffee break
10:45 a.m. –	The Evolution of Logging Dams in the Wisconsin River Flow Management System – Bob Wylie
11:25 a.m. –	The CCC Story in Wisconsin – Bill Wolff, Jr.
12:00 p.m. –	Lunch – Dining Hall
1:15 p.m. –	The Early Days of Trees for Tomorrow – 1945-1955 – Bill Sylvester
1:55 p.m. –	Star Lake: From Boom Town to Ghost Town – Randy Rohe
2:15 p.m. –	Break
2:30 p.m. –	Wisconsin-Upper Michigan State Boundary Surveys – Bill Rohde
3:00 p.m. –	A Brief History of the Beginning of the Vilas Country Forest – Walt Mayo
3:30 p.m. –	Auction of Artifacts and Memorabilia
4:15 p.m. –	Business Session: Officers' Annual Reports – Sohasky/Fixmer
5:30 p.m. –	Social hour – Dining Hall
6:30 p.m. –	Dinner – Dining Hall
	Distinguished Service Awards
	Induction of Two Forestry Leaders into the Wisconsin Forestry Hall of Fame
	Video Tape (time permitting)

Sunday, October 11th

8:30 a.m. – Board Bus for Field Tours

9:00 a.m. – Tour Sylvania Visitor Center, Ottawa National Forest, Watersmeet, Michigan

9:15 a.m. – The Cultural History of Sylvania – Bonnie Peacock

9:45 a.m. – Field Tour of the Sylvania Wilderness and Recreation Area (Tour Guide – Bonnie Peacock, USFS)

10:45 a.m. – Leave Sylvania

11:45 a.m. – Arrive at Star Lake Campground, Northern Highland State Forest

Lunch

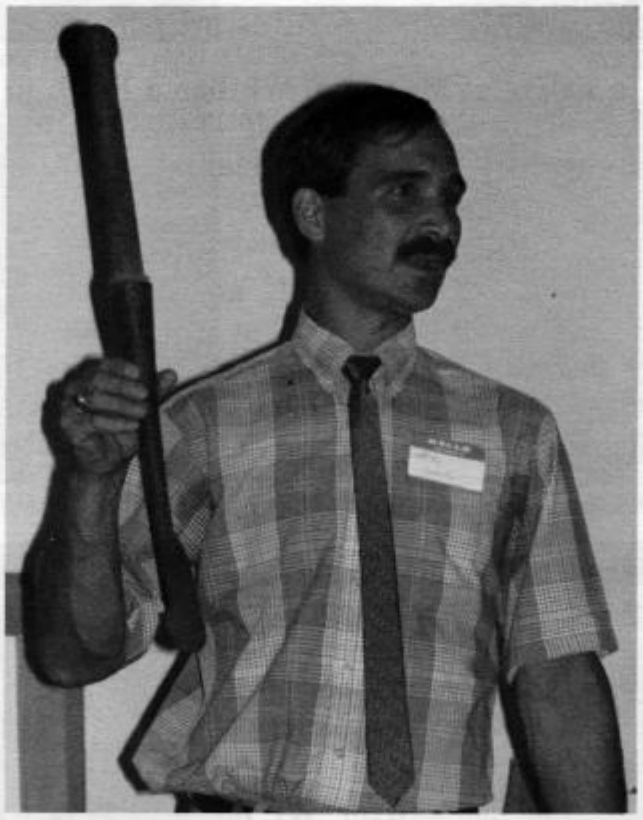
12:45 p.m. – Early Wisconsin Forestry: The Trout Lake Nursery and Star Lake Plantation – Don Bur

1:15 p.m. – Leave the Star Lake Plantation

2:00 a.m. – Arrive Back at Trees for Tomorrow

Have a Safe Trip Home!

Optional: Tour Carl Schells Wood Museum in Eagle River before heading home!



Mike Sohasky auctioning off a bark peeler at the 17th annual meeting of the Forest History Association of Wisconsin.

Our Speakers

Terry Moore – A native of Pontiac, MI, received a BS in Forest Management from Michigan Technological University and has worked with the U.S. Forest Service for over thirty-three years. He is a charter member of FHAW and has an active interest in forest archaeology.

Ralph Swanson – A native of Iron Mountain, MI, has a BS in Forestry and worked for thirty-nine years for Consolidated Papers, Inc. A former director of the FHAW, Ralph's special interest is water transportation of logs.

Bob Wylie – A native of Mishawaka, IN, has a BS in Civil Engineering and has been with the Wisconsin Valley Improvement Company for almost forty years, mostly as General Manager and/or President. He has special interest in logging dams.

Bill Sylvester – A native of Milwaukee, WI, earned a MF from Yale University and is Emeritus Professor of Forestry at UW Stevens Point. A long-time member of FHAW, Bill has served the Association in many ways, including a number of years as Proceedings editor.

Randall Rohe – a native of Menasha, WI, has a Ph.D. in geography. His MS thesis dealt with lumbering along the Wolf River and he has published over twenty articles on lumbering history. His special interest is logging camps, including their archaeological excavation.

Bill Wolff, Jr. – A native of Berwyn, IL, knows the topic of his presentation first hand. He spent three years in the CCC at Mountain, WI. Later he worked in the forestry field for thirty-four years. When he retired in 1970, Bill was Forest Service Administrative Officer, Blackwell Job Corps Center. A charter member of FHAW, he has published on the early history of the Nicolet National Forest in the *"Nicolet News"*.

Bill Rohde – A native of Glens Falls, NY, has been a surveyor for almost thirty years, the last eight with the Wisconsin DNR. His special interest is historical land boundaries and surveys. He frequently lectures on the subject and has several related publications. He is a member of numerous professional organizations and former president of the Wisconsin Society of Land Surveyors.

Walt Mayo – A native of Eagle River, WI, has a varied background including a stint with the CCC and the Knuth Brothers Lumber Company. From 1964 to 1979 he was Vilas County Forest Administrator. He has been a member of FHAW since 1975 and has published *The History of Logging and Logging Camps, 1856-1982*.



Terry Moore



Ralph Swanson



Bob Wylie



Bill Sylvester



Randall Rohe



Bill Wolff, Jr.



Bill Rohde



Walt Mayo

Historical Development of the Nicolet National Forest

By J. Terry Moore

> *National Forests exist today because the people want them. To make them accomplish the most good the people themselves must make clear how they want them run. Gifford Pinchot in* ***Use of the National Forests****. May 1907.*

The birth of Wisconsin's first national forest was no easy task. The process required a lengthy series of approvals at the federal, state, and local levels before the purchase of land could even begin. One rejection could have derailed the process. This paper focuses on the events leading to the establishment of the original purchase unit that eventually became the Nicolet National Forest, with some attention given to the people who made things happen. The time period covered is from summer 1927 through the end of 1928. The sources of information are the files of ***The Rhinelander Daily News***, ***The Forest County Republican***, ***The Vilas County News Review***, the records of Forest, Oneida, and Vilas counties, the Forest Service, and the Marathon County Historical Society, curators of the personal papers of J. D. Mylrea, President of the Thunder Lake Lumber Co.

Authority for establishing National Forests by purchase of land comes from the Act of March 1, 1911 commonly known as the Weeks Act. When passed the Weeks Act stated that no land could be purchased "until the legislature of the State in which the land lies shall have consented to the acquisition of such land by the United States for the purpose of preserving the navigability of navigable streams." This was known as enabling legislation and gave the states latitude to set conditions on the size or approval process for purchase areas. The Weeks Act was later modified by the passage of the Clark-McNary Act (June 7, 1924) which authorized purchase of land for National Forests when such lands would promote a future timber supply. Citing the Clark-McNary authority, the Wisconsin legislature enacted legislation on June 26, 1925, empowering the United States to acquire land, not exceeding 100,000 acres, for the establishment of a national forest. The legislation required "that any tract or tracts so selected shall be first approved by the governor, the commissioners of public lands, and the conservation commissioner." In June of 1927 the state's legislation was amended authorizing an additional 400,000 acres of purchase bringing the total to 500,000 acres. Two additional changes were made. The original language requiring approval of each tract was changed by substituting the words "boundaries of any area so selected" for the statement "any tract or tracts so selected". A new requirement that any "areas so selected be approved by the county boards of each of the counties in which lands were to be purchased", was added.

The Legislative actions by the Federal and State governments set the stage for the Forest Service to advance a proposal to establish a "purchase unit", the term applied to the areas selected and approved per the enabling legislation. According

to an article in ***The Rhinelander Daily News***, November 10, 1927, Colonel W. B. Greeley, then Chief of the Forest Service was in Madison to confer with L. B. Nagler, Wisconsin Conservation Director, on the proposal to establish a 500,000 acre purchase area in Forest, Oneida, and Vilas counties. The article also stated that representatives of the Forest Service would be contacting the three county boards to determine their position on the proposed purchase unit.

The November 11, 1927 issue of ***The Rhinelander Daily News*** contained an editorial reporting that the proposed purchase unit had received the full support of the Forest Service, the State Conservation Commission, and the Governor of Wisconsin. The editorial supported the proposal and urged the three county boards to approve the action during their annual meetings scheduled for the next week.

> *If approved by the county boards, the action will be a long step forward in the reforestation program. The Federal government will buy worthless land, good only for forestry, from the present owners. When merchantable timber is produced, it will be cut and sold and a large part of the proceeds will be turned back to the town in which the land is located.*

The editorial recognized one negative factor, that the land would not produce income while the forest was being restored but **The Rhinelander Daily News** did not view this as a valid objection, however, because the cut-over lands were going tax delinquent and the counties would lose revenue in either case.

On November 16, 1927, E. W. Tinker who was then a Forest Service lands assistant in the Denver, Region 2 office and Crosby Hoar of the Superior National Forest in Duluth, Minnesota arrived in Rhinelander to discuss the proposal with the Forest, Oneida, and Vilas County boards during their annual meetings. Tinker and Hoar appeared before the Oneida board in the morning and the Vilas board in the afternoon of the same day. Their reception was enthusiastic, and both boards quickly passed resolutions approving the purchase unit under a suspension of the normal rules of procedure. Later in the week Tinker and Hoar addressed the Forest County Board, but were not successful, as the Forest County Board tabled the motion for further consideration.

An editorial in the November 27, 1928, issue of ***The Rhinelander Daily News*** reported that Forest county withheld action on the proposed forest reserve on the advice of C. L. Harrington, Superintendent of Forestry of the State Conservation Commission. Harrington advised the board that approval of the federal proposal would remove lands from the tax base forever because the federal government had no funds to implement management on the acquired lands. Mr. Harrington also objected to the action on the basis that it would delegate to the federal government a program which belonged properly to the state. The editorial agreed in part that there would be a period of loss of income while the lands were restored, but strongly supported the action taken by the Oneida County Board. The editorial concluded with a request to Mr. Harrington "to refrain from misleading the people of northern Wisconsin who have an opportunity to get the cut-over lands back into their best use - forestry."

An editorial in the November 29, 1927 issue of ***The Rhinelander Daily News*** states that the paper had received dispatches from Madison to the effect that the State Conservation Commission was heartily in favor of the proposed federal forest reserve. The editorial said that the messages from Madison could "be interpreted in no other fashion than that which indicates the commission's displeasure with the activities of C. L. Harrington in appearing before the Forest County Board." The ***Daily News*** editorial also cited an editorial from the ***Antigo Journal*** which states:

> *The **Antigo Journal** urges Forest county to convene in special session and cancel their former action and to act favorably on the matter. Langlade county will join in on the forest project when they are asked, but Langlade county had not been contacted by the forest service. The Journal supports the proposed forest based on future values of the land 25 to 30 years hence.*

In tabling the issue of a federal forest, the Forest County Board did not dismiss the idea out of hand. In later meetings they agreed to discuss the matter further at the February 1928 board meeting. That discussion resulted in two significant actions. First that the question of a federal forest would be put to a county wide referendum at the spring elections scheduled for April 3, 1928; and second that the county board would sponsor a public information meeting on the issue prior to the election.

The March 15. 1928 edition of ***The Forest County Republican*** reported the substance of the public meeting held March 14, 1928, at the Court House in Crandon, Wisconsin. Representing the Forest Service were L. A. Kneipp, Assistant Chief Forester from Washington, D. C., and E. W. Tinker from the Denver, Colorado Region 2 office, that at that time, had responsibility for Forest Service activities in the Lakes States area. The State of Wisconsin was represented by O. C. Lemke, Wausau, Wisconsin, a member of the Wisconsin Conservation Commission; Col. L. B. Nagler, Conservation Director, Madison, Wisconsin, and C. L. Harrington, Wisconsin Chief Forester, Madison, Wisconsin. Numerous county board officials were present as well as citizens from Antigo, Rhinelander, and Park Falls, Wisconsin. The article specifically notes that the representatives from Park Falls were present as part "of a move to get this proposed national forest established in Price county, in case the voters of Forest county turned down the proposition."

At the completion of the public meeting the fate of the future Nicolet National Forest rested with the voters of Forest County. This position was highlighted in an editorial appearing in ***The Forest Republican***, March 29, 1928.

> *There are several counties in the state who only wish that the voters of Forest county will turn down the proposed proposition so that they will get a chance to secure this forest reserve for their county. **The Forest Republican** believes that if we turn it down and the reserve goes to some other county, we will regret it later when the benefits begin to accrue to the counties entertaining it.*

On April 3, 1928, the voters of Forest county approved the establishment of a

purchase unit in Forest County. The referendum passed in all precincts in the county with the exception of the town of Alvin. At the May 2, 1928 county board meeting, the Forest County Board voted unanimously to approve the federal forest reserve. The board approved a purchase unit as proposed, except it did not include any of the proposed purchase area within the town of Alvin. Forest County action led to establishment of a three county purchase unit encompassing approximately 148,480 acres within the boundary proposed by the Forest Service.

While Forest County action appeared to be the last approval required to advance the proposal to the National Forest Reservation Commission in Washington, D. C., for final approval, one more hurdle appeared at the last moment. The state's legislation authorized the State Land Commission, composed of the state treasurer, secretary of state, and attorney general, to "sell and convey for a fair consideration to the United States any state lands included within such areas" (i.e. State School Trust Lands). An article in the May 17, 1928, ***Rhinelander Daily News*** reported that the State Land Commission had refused to approve the plan for national forest lands in Wisconsin. The article reported that the objection was based on a concern that some of the state lands secured loans to school districts in each of the counties. While the objection of the land commission was not reported as final, the delay was enough to prevent the proposed purchase unit from coming before the National Forest Reservation Commission's May meeting. Since the National Forest Reservation Commission met only twice per year, in May and December, the last minute objection effectively delayed the proposal.

Six days later, ***The Rhinelander Daily News*** reported that the State Land Commission approved federal forest areas in Bayfield, Forest, Oneida, Price, and Vilas counties. The Land Commission adopted a position accepting the plan for federal forests, but specified that lands securing school loans in the forest area would not be included in the transfer to the federal government. ***The Daily News*** report concluded with the statement that Colonel Nagler, director of conservation, telegraphed to the federal forest body that the land commission had approved the transfer.

On December 12, 1928, the National Forest Reservation Commission approved the establishment of the Oneida Purchase Unit, consisting of approximately 148,480 acres, (or 232 square miles) in Forest, Oneida, and Vilas counties under authority of Section 6 of the Clark-McNary Act. The reasons for acquisition were stated as: "(a) Timber production; (b) determination and demonstration of best principles of forest management in the region; (c) stabilization of waterflow."

My conclusions drawn from this history are that the Nicolet and Chequamegon National Forests exist in Wisconsin today because of the support of the people in the counties where the forests are located. Three factors influenced my findings: (1) The process for approval of the original purchase units placed the ultimate approval authority in the hands of local officials, i.e. the county boards; (2) While there was some opposition at the local level, the majority opinion not only endorsed the idea of national forests, but had counties actively competing for the opportunity to have portions of the authorized 500,000 acres of forest purchase

located within their counties; (3) Local supporters were motivated by the belief that the long term economic gains that would result from the federal government's acquisition, restoration, and management of the "cut-over" lands would exceed the short term losses of a reduced county tax base, or any of the alternative management strategies then proposed for the cut-over lands.



Development of Forestry on the Industrial Forest Lands of Consolidated Papers, Inc.

By Ralph G. Swanson

Consolidated Papers, Inc., formerly, Consolidated Water Power Co. was founded in 1894, not to make paper, but to generate and sell power on the Wisconsin River. The group of Central Wisconsin business men who founded the company decided to take advantage of the power themselves that they had planned to sell to others.

George W. Mead was selected to build the first paper mill at Wisconsin Rapids in 1902. The thirty-one year old furniture dealer was a son-in-law of one of the original shareholders who had died. He was chosen in order to represent his in-laws' interest and also because he had gained construction experience when he built his own furniture store. Mead not only assisted in locating and building the new mill, he was instrumental in the development and management of the mill, which featured the first electrically driven paper machines of that time. Mead served as president from 1916 until his retirement in 1950.

Pulpwood during the early years was purchased from logging companies cutting the virgin stands of pine, hemlock and hardwood in the Lake States. In the course of this early logging, large volumes of pulpwood species were made accessible and harvested by pulpwood loggers. Settlers clearing land for agriculture also provided pulpwood to the developing paper industry.

In 1916, Consolidated took over the Interlake Pulp Mill at Appleton, Wisconsin. Following the acquisition of this mill, new pulpwood delivery systems began emerging that served the Company through the era of sulphite pulping, which ended at Appleton in the early 1980s. The acquisition of the Interlake Mill also included valuable privately owned timberlands south of Hearst, Ontario, Canada, and the Newaygo Tug Line, Ltd. The tug line included small tugs and considerable pulpwood rafting equipment.

In 1920, Consolidated bought the Newaygo Timber Co., Ltd., which included extensive timber limits or licenses to cut timber on Crown Lands (Government Land) in the Thunder Bay area. Spruce from Canada was determined to be of very good quality and could be mixed with local wood to improve pulp quality, and the Newaygo Timber Co., Ltd. began preparations to move pulpwood by raft to Ashland, Wisconsin. In 1922, the Company purchased the big tug Butterfield from the U. S. Shipping Board.

In 1922, the Company, in an effort to provide more wood pulp for its growing mill needs, acquired the Kamnistiqua Pulp Company in Port Arthur which is now Thunder Bay, Ontario, Canada. By 1923, the Company had substantially increased the manufacturing facilities of its paper mills in Wisconsin Rapids. Large quantities of spruce pulpwood were required by those mills. Spruce historically had been in short supply in Wisconsin, requiring purchases from Canada, Upper Michigan and Minnesota sources.

About this time logging was started on the privately owned timber land south of Hearst, Ontario. Newaygo operated company pulpwood camps with company crews.

The camps were show places in their day and attracted a good stable labor force in this remote area throughout their years of operation. The camps shipped 70,000 to 80,000 cords of spruce pulpwood each year on the Algoma Central Railroad to the Interlake Mill at Appleton.

In 1923, Newaygo began an era of rafting with the tug Butterfield that would last for fifty years. The tug Butterfield was scheduled to raft pulpwood only eight weeks during the favorable weather period in midsummer on Lake Superior. The season for the tug could be extended both early and late by towing barges.

It was in this period that Stanton Mead, (George Mead's son) became involved in the operation. The groundwood pulp from the "Kam" Pulp Company was towed to Ashland and loaded in rail box cars from the barges for shipment to the mills in central Wisconsin. Barging of pulp laps ceased in the fall of 1927 when the tug Butterfield lost a barge in a bad storm off Outer Island. The "Kam" Pulp Co. was sold sometime later in 1928.

Rafting of pulpwood was continued during the favorable weather in the summer. The Company grew steadily during this period and pulpwood requirements for the mills continued to increase. However, Wisconsin's forest land was in a deplorable condition by the 1920s. Huge tracts had been cut-over and burned-over. Fire was the acceptable way to prepare land for agriculture.

As a result, in the spring of 1923, George Mead, President of Consolidated, and Lyman Beeman, a company technician, planted a box full of tree seedlings (spruce and pine) on an abandoned farm, to see if they would grow. No one they talked to at that time was sure seedlings would grow in an open field. Fires burned, unchecked, in those days. While there was much virgin timber in Wisconsin at that time, Mead felt it was a good idea to try to plant trees as he knew someday the virgin timber would be gone.

Seven years later, with the pulpwood supplies getting farther from the mills, Stanton Mead started looking into planting trees. Land ownership was slightly less of a gamble with the beginning of state-wide forest fire protection. A recognition of the need for long investment in forestry was aided by the enactment of the Forest Crop Law in 1927.

Therefore, in the spring of 1930, Stanton Mead went to Minneapolis, Minnesota to an American Forestry Association meeting to get information about forestry. He met Emmett Hurst, one of the first industrial foresters in the Lake States region. Hurst had graduated from Syracuse University in 1923, with a forestry degree. He was in charge of buying pulpwood for an Upper Michigan paper mill and had worked for the U.S. Forest Service for several years.

On August 15-17, 1930, a forestry conference was called at the newly constructed Mead fishing camp, near Markton, WI in a clear-cut, burned over area. Stanton Mead called together the best informed people available in the field of forestry to tackle the question of future wood supplies for the company's mills. Those in attendance were from the regional offices of the U. S. Forest Service, from the Forest Products Laboratory, Dr. Raphael Zon from the U. S. Forest Experiment Station, together with Stanton Mead, Bert Williams and George Peltier from Consolidated.

During the conference, much discussion took place and many ideas were explored. Dr. Zon was a great help in formulating a sound and conservative policy for reforestation by private firms. His ideas seemed to be based on facts and sound judgement and were given much support. In essence, the direction was to invest wisely in good stands of second growth spruce and other good forestry lands. Planting in open areas was considered risky for private companies and was not recommended, but planting in openings and sparsely stock stands was encouraged.

Following the conference, George Peltier immediately made a quick survey of the possibility of acquiring suitable land for growing spruce pulpwood. The first stop was in Langlade County to look over 2320 acres then owned by the company. He noted, on the trip through Forest County, that 560 acres were also owned by the company. The survey included visits to Michigan lands in the vicinity of Crystal Falls, Michigan. The trip took them back through Florence, Vilas, Oneida, Price, Sawyer, Ashland, Bayfield and Douglas counties. Some time was spent in Minnesota around and south of Duluth. The survey concluded that during this period the forest cover in the heavy red clay soils of Michigan were favorable for planting spruce. Most areas in Wisconsin and Minnesota were reported as not being as favorable.

In September of 1930, Stanton Mead wrote to Emmett Hurst and offered him the job of starting a new forestry program. Industrial foresters at that time did very little forest management. Their work consisted of cruising, mapping, scaling, timber surveys, and timber inventories. Therefore the thought of starting a forestry program must have been very exciting to him.

The company's first forester arrived in Wisconsin in October of 1930. One of Hurst's first duties was starting a tree nursery. History tells that it was begun on the same abandoned farm north of Biron that George W. Mead had experimented on seven years earlier. Stanton Mead recalled that he did not have the heart to tell his father that the seedlings he had planted had been mistakenly cut as a scrubby fire hazzard.

Dr. Zon provided spruce seedlings to plant in 1931 on the 360 acres of cut-over land around the Mead fishing camp. Hurst planted the seedlings because it had been agreed at the earlier conference that this would be as good a place to start as any. This attempt at reforestation did not get off to a flying start. Stanton and George drove up to the camp the next spring to see how the spruce seedlings were faring. There weren't any to be found. The rabbits and deer had eaten all of them during the winter. "Looks pretty hopeless to plant little trees." George remarked to Stanton as they drove home.

The budding forestry program and the company's land buying was halted when the Great Depression began. The company's first forester took a cut in salary and was put in charge of company owned farmland south of Wisconsin Rapids. But as he said in later years, "At least I had a job."

The nursery which was started at Biron in 1931 began producing seedlings about 1934-1935 for planting in Forest County. Some were sold to the Civilian Conservation Corps for planting on the national forests of Wisconsin.

During the 1940s, 120,000 acres of forest land were acquired. Three forestry districts were organized in Wisconsin and called the Loretta, Oneida and Forest County Forestry Blocks. A timberlands field office was established in Rhinelander. It was first located above the drug store and later in a new office building along Highway #8 on the then east edge of town. The forestry, land purchases and camp cost records were processed there.

Stanton Mead and Emmett Hurst were active with other industry leaders in the State of Wisconsin promoting planting trees and especially with the "Trees for Tomorrow" organization.

John Macon joined Consolidated as a research forester in 1945 after spending eleven years with the U. S. Forest Service and the Forest Products Laboratory in Madison. At that time much of the basic technical work had been explored in pulpwood forestry. In 1947, Macon wrote to Hurst, "Little investigation has been done on the application of the basic knowledge to the problems of large scale pulpwood forestry. I recommend establishment of an experimental areas where this knowledge can be put to use."

In 1948, the Gagen Management Unit was established. It covered 2,000 acres in Oneida County and was representative of the 90,000 acres of company land located within twenty-five miles of the Unit. Gagen was unusual at this time. It was an experimental forest and operated solely by one industrial concern. The experimental forest was not for primary research but to find ways to use the research in practical ways to manage the forest. Many systems were developed at Gagen under John Macon that assisted company foresters in procedures for thinning hardwood stands, renewing aspen stands, regulating cutting, standardizing procedures for timber inventories and timber surveys.

In 1951, after twenty years of operation, the nursery at Biron was moved to Monico. The new location proved to be better for transporting stock and more closely matched weather conditions at the planting sites. Monico is also the starting point for a self-conducted auto tour of Consolidated's forestry operations in that area. The tour was established in the 1960s to provide the general public with an opportunity to visit and observe the management of industrial forest lands.

In October 1967, the Silver Anniversary of industrial forestry operations was celebrated by Consolidated Papers, Inc. in Oneida County. George W. Mead II, President, observed that the 60,000 acre Oneida Block represented 10 percent of the company's forestry lands. The Monico nursery had been the source of some 10 million tree seedlings which had been used to plant and regenerate company forest throughout Northern Wisconsin. Mead also noted that "We've produced and harvested over 172,000 cords of pulpwood from the block and over 60,000 Christmas trees, and we have done this without denuding the landscape. In fact, we have maintained a balance between annual growth and harvest, leaving a healthy vigorous stand for the future."

Stanton Mead, President of the Company from 1950 to 1966, noted that, "In as much as forest values take many years to accumulate, one can never anticipate with clarity or firmness the markets they will serve or in what ways they will be

most appreciated in the future. You can see that these potentials are beyond the control or jurisdiction of individual personalities."

In 1968, the formerly thin, open areas of burned-over and cut-over land had reforested to an amazing degree. It was judged that planting the thin areas in the company's maturing forests that Raphael Zon had advocated in that meeting in 1930 was complete. The Monico nursery was closed in 1969.

Under Emmett Hurst's leadership land ownership grew to 230,000 acres in the Lake States. Timberlands offices had been established in the various forestry blocks, 13,000,000 trees had been planted through 1968. That year the first commercial harvest of trees planted by Consolidated took place. That same year Stanton Mead and Emmett Hurst, the two men most responsible for the forestry program, retired. Both men continued to watch with great interest the programs they had started, until their deaths, Hurst in 1980 and Mead in 1988.

In 1968, when John Macon took over as Timberlands Manager, he reported to Larry W. Murtfeldt, Vice President. Larry's brother Harold Murtfeldt was president then. At that time sulphate pulping was started in Wisconsin Rapids. Kraft pulping required a complete change in the pulpwood needs and systems of pulpwood delivery. The company was now able to utilize hardwood and pine pulpwood found nearby. This was going to have a big impact on company forest lands. The regenerating hardwood stands could now be managed.

In 1968, I was transferred to Wisconsin Rapids, after having spend twenty-two years involved in rafting on Lake Superior and in the northern timber lands. The primary responsibility of the new job was to help organize deliveries of local pulpwood to the new kraft mill.

While he was Timberlands Manager, John Marcon was faced with many changes in the turbulent period from 1968 to 1974. The traditional supply of woods labor, skilled in the production of pulpwood by hand, was rapidly disappearing. New technology was making outstanding breakthroughs in high tech logging equipment. There was a serious shortage of skilled operators to operate this new logging equipment. The period was filled with announcements of rail line closings, actual and proposed. The traditional pulpwood transportation system was breaking down in the face of the need for more pulpwood.

Rapidly changing conditions forced Macon to close the company farm near Argonne. The large hemlock operation that began at Donken, Michigan during the early 1940s to furnish the sulphite mill was closed. These and many other changes were painful and difficult. Macon also announced in 1972 that the closing of long distance rafting was based largely on the need for fresher spruce. The quality requirements for lightweight enamel printing papers produced by the company had become more and more demanding. Some of the rafted wood was six to twelve months old and then not converted to pulp for some months longer. Fresher wood was needed. As a result, the company turned to rail transportation to more rapidly deliver spruce from Minnesota concentration yards.

Rafting had come to a close in Canada in 1958. During the years of rafting from Canada, the tug Butterfield had towed as much as 78,000 cords each year to Ashland in addition to towing pulpwood rafts for other American paper compa-

nies. The Canadian rafts changed in size from 8,000 to 12,000 cords. Larger rafts had been towed but were not as easy to manage in storms.

In 1957, the big steam tug Butterfield was traded to the Roen Steamship Company of Sturgeon Bay, Wisconsin for the John Roen III, a smaller diesel tug. The smaller shallower draft tug was better able to maneuver on the rocky shore line of the north shore of Minnesota.

During the last years of rafting, all rafted wood was floated out of Sugar Loaf Cove and Grand Marais, Minnesota. The pulpwood was rafted to Ashland, Wisconsin, 60 miles from Sugar Loaf and 80 miles from Grand Marais. Between nine and twelve rafts were made up each season, during the period from the end of June to the last of August. This was generally the best weather period for rafting on Lake Superior. Each raft contained 3,400 to 4,000 cords of pulpwood (primarily spruce), the maximum amount that could be contained safely in the small harbors. By 1972 Consolidated had rafted 2,000,000 cords of pulpwood from bays and harbors in Canada and Minnesota to Ashland, Wisconsin. This truly was the end of a very colorful era on Lake Superior.

Now with all of these sources of pulpwood virtually eliminated and the ongoing conditions of a rapidly disappearing woods labor force, plus a breakdown in rail transportation, 1973 ushered in a full blown pulpwood shortage.

I was appointed Assistant Manager of Timberlands in September of 1973 in preparation for John Macon's planned retirement in March of 1974. Pulpwood supply conditions were not the only conditions that were considerably different than when he was appointed head of Timberlands. John Macon was named Forest Conservationist of the year 1968. New preservation groups had suddenly became very active, requesting large "set asides" of land for "Wilderness" purposes or for other single use. Now, anyone who was involved in managing forests and cutting trees was suddenly under suspicion.

One of my first tasks as Assistant Manager was to help find enough pulpwood to keep the pulp mills running. At one time during this period the Kraft mill was down to two days supply of wood fiber. It was a miracle that the mills did not run out of pulpwood with the collapse of the rail delivery system.

During this period of declining rail service, John Macon, working with timberlands and traffic personnel, organized a company truck delivery system that helped usher in the period of moving pulpwood by truck from rail landings and logging jobs in the area.

At this time it was unheard of to truck pulpwood 150 miles or more. The company developed some hauling cost records to help private trucking firms that were interested in the work. While long distance trucking was slow at first, the trucking of pulpwood soon avalanched and rapidly replaced the railroads.

John Macon retired in March of 1974 after six years as manager. During this period, company forest lands had grown to 290,000 acres in Wisconsin, Michigan and Minnesota. With Macon's retirement, I was appointed Timberlands Manager. There was a realization at this time, that while our forests were fairly well reforested, they were acquired for species used in sulphite pulping. Pine is desirable



Assembling a pulpwood raft at Grand Marias, MN. The logs are encircled by a necklace of giant Sitka spruce logs, July 1971.



Pulpwood raft under tow in Ashland Harbor, July 1959. (Courtesy John Walters)

for Kraft pulping and some plans should be made to improve our inventory of pine lands. Pine land inventory was only at 3 percent of the total inventory at that time.

Some very ambitious long range goals were established during the middle 1970s. As these goals were developed, Timberlands was fortunate to have the approval of Chairman George Mead II and support of the other company officers. Consolidated Tree Farm Family Program was started in 1974 to provide forest management services to provide landowners at no cost to the landowner. Lawrence Boling had joined Consolidated in 1972, coming from the S. D. Warren Division of Scott Paper Company, where he had served as president. He was instrumental in providing the direction of our program necessary for its ready acceptance and rapid growth. A warm relationship developed very quickly with the private tree farmers. The agreement did not specify that we would get any pulpwood from the tree farms, but we knew the idea was a good one.

About 1978, ever-rising rail freight rates had all but eliminated our ability to compete and deliver 55,000 tons of bone dry Western soft wood chips from sawmills in western Montana and Wyoming. These wood chips provided a strong desirable fiber so something had to be done to replace this supply. In September of 1982, William Orcutt, Vice President of Consolidated, announced that a program had been successfully completed to contract for and deliver up to 100,000 tons of bone dry soft wood chips annually from Whitewood, South Dakota, in the Black Hills. In order to obtain a long term desirable freight rate, it was necessary to provide company-owned rail box cars for the chip movement. It was also necessary to acquire a rail siding and a chip loading facility to assemble chips from local saw mills and load them into the box cars.

Timberlands also recognized the need to relocate the forest land base as close to the mills as possible to reduce long term freight costs. In the late 1970s American Can Company agreed to exchange 8,000 acres of their land in Clark County, Wisconsin for 8,000 acres of Consolidated land in Upper Michigan near their wood chip mills.

For intensive management of the forestry lands, Timberlands was faced with the need to build all weather roads into the forestry blocks. Without a good road system, harvesting could not be completed before site preparation and planting could be accomplished. Therefore a long term capital road building program was approved at this time. Also, in the late 1970s, Timberlands proposed harvesting and site preparing for planting 50,000 acres of low productive or understocked forest land with soft wood species. With this goal in mind Timberlands began looking at what appeared to be an almost impossible task. Decisions had to be made on the size and type of equipment needed for site preparation, planting and for the release of the young plantations from competing brush.

The availability of planting stock was explored. Supplies of planting stock in the Wisconsin DNR nurseries were at a low ebb. It would take three years before the first trees that were contracted for would be available from the State. A long term agreement was made to produce 1,000,000 trees per year in DNR nurseries. This

is about the amount that could be planted, with current programs, in the five week period in late April and early May.

In the mid-seventies, Consolidated began an experimental program to grow tree seedlings in greenhouses. This was a relatively new concept for the area, but it would permit planting during the summer months when the twenty week old seedlings became available at the green houses.

Site preparation for planting began by logging the merchantable wood. Early in the program all of the necessary equipment to prepare land for planting was not available, so prescribed burns were carried out in the areas. Huge clouds of smoke indicated that site preparation was under way. It was quite effective in the balsam stands that were killed by the spruce bud worm, but less effective in the hardwood sites. As site preparation equipment became more available the risky burning was phased out. Timberlands during 1980 to 1984 had managed to exceed conversion and planting goals of 2,000 acres per year.

The number of greenhouses had grown to ten totaling 41,400 square feet on a five acre site. The eleventh building, the head house, is used for an office, an area for filling and seeding styrofoam containers and for greenhouse equipment maintenance work.

I retired in February of 1985, after having served as Timberlands Manager for eleven years. Donald O. Ingram was appointed Timberlands Manager. Ingram began his employment with the company in 1951 as a forester in the Minnesota Timberlands. He was transferred to Wisconsin Timberlands at Ashland in 1968, as area supervisor. Ingram supervised the last five years of the pulpwood rafting operation from Minnesota's Northshore to Ashland. In 1973, he was appointed District Superintendent at Wisconsin Rapids and in 1977 was promoted to Timberlands as Operations Manager.

Ingram continued the goals established earlier. By 1986 the greenhouses produced 2,250,000 tubelings, 68 percent were red pine, and 23 percent spruce. Jackpine and European larch made up the remaining 9 percent.

In 1986, the Company planted 3,840 acres of forest land using 2,000,000 seedlings produced in containers in the greenhouses and 1,900,000 bare root stock from DNR nurseries. It was reported that by July of 1989, Timberlands had build 386 miles of capital roads in Wisconsin since 1976. Permanent roads in the forestry blocks then totaled 836 miles with another 865 miles of temporary roads. In 1980, 84,585 cords were harvested from company lands. By 1989 the harvest rose to 148,875 cords.

Donald Ingram reported in June of 1989 that land transactions proved to be very good for Timberland's long range goal of bringing land holdings 15 percent closer to the mills from a radius of about 172 miles to 145 miles. Forest management is more efficient and transportation costs of hauling pulpwood to the mills are reduced. The company disposed of 35,459 acres of Minnesota timber land and acquired 32,844 acres of Wisconsin forest land.

Ingram retired at the end of January 1990 after serving five years as Director of Timberlands. He was succeeded by Miles K. Benson who was named Director of Timberlands on February 1, 1990. The program continues to grow under Miles

Benson. The ambitious, all out effort, started in 1980 to convert 50,000 acres of low productive or poorly stocked land to high yield softwood plantation had exceeded expectation. Over the past eleven years 41,000 acres have been harvested, site prepared and planted with 40,000,000 softwood seedlings. Timberlands had increased pine land inventory from 3 percent to 16 percent of total inventory.

By May 1992, Consolidated Tree Farm Family had grown to 901 private tree farms. The members as a whole own more than 167,000 acres of very productive forest land near company mills.

During the past twenty years, Timberland managers and their staffs have found it necessary to spend more and more time in public forum or hearings to explain the need for the wise use of resources. It was often difficult to discern whether some of the hearings are a true concern for the environment or more political in nature.

None of the programs outlined would have happened had it not been for all the dedicated employees throughout the years and for all of the company officers, past and present, who provided good direction and financial support to the many programs.

In October of 1967 at the Silver Anniversary of industrial forestry operations in Oneida County, Stanton Mead said, "If continuity of purpose or stewardship is to be accomplished on forest land ownership, it requires a built in form of succession to provide its supervision."

Today Consolidated remains committed to good forest management with twenty-seven full time professional foresters and all the skilled supporting technical people working to make successful program a little better each year.



Fall planting in the snow east of Argonne, WI on Consolidated Papers, Inc. land, November 7, 1933.

The Evolution of Logging Dams in the Wisconsin River Flow Management System

By Robert C. Wylie

Recently the lake on the Wisconsin River formed by the dam of the Wausau hydro-electric plant was drawn down to permit repairs. The drawdown revealed many remnants of the logging and timber industry of the last century in the form of log pilings, rock filled cribs, timber footings for the riverside mills and other evidence of the many saw mills and timber related industries that flourished there. Although these remnants of that industry are usually hidden and are now unusable, it reminded me that other segments of the logging era still exist and are in use today, in the form of many dams on the river and its tributaries.

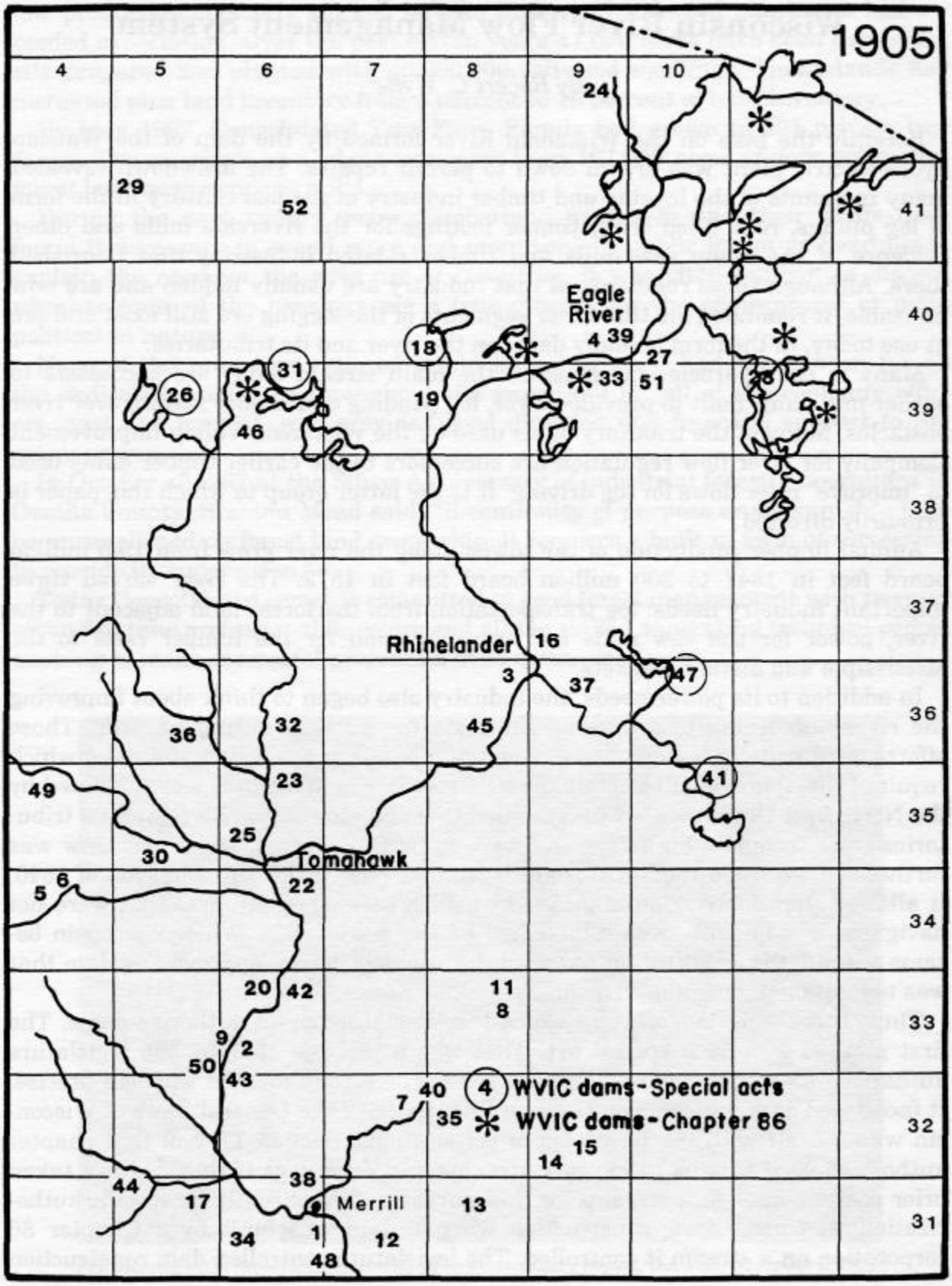
Many of the hydroelectric dams on the main stream today are successors to earlier mill dams built to provide power, log ponding and timber rafting over river obstacles. Many of the tributary dams used by the Wisconsin Valley Improvement Company for river flow regulation are successors to the earlier timber dams used to "improve" river flows for log driving. It is the latter group to which this paper is primarily directed.

Annual lumber production of the towns along the river grew from 19.5 million board feet in 1847 to 200 million board feet in 1872. The river served three important industry needs: log transportation from the forest land adjacent to the river, power for the saw mills and transportation for the lumber rafts to the Mississippi and distant markets.

In addition to its power needs, the industry also began to think about improving the river and trying to reduce or eliminate the various rafting hazards. Those efforts were usually undertaken in concert with the construction of a dam, which required the approval of the state. Early water law in Wisconsin was regulated by the Northwest Ordinance, which specified that the Mississippi River and its tributaries were "common highways and were to be free forever." Wisconsin law was further refined when the Territorial Legislature passed the Mill Dam Act of 1840. It allowed the construction of dams, without a permit, on streams that were not navigable. Navigability was established by the sawlog test. When Wisconsin became a state, the constitution required that the legislature approve any dam that was to built on a navigable stream.

Thus, there were two ways in which the legislature could authorize dams. The first method was by a special act. That was a process whereby the legislature authorized a specific dam on a specific river. The second method was less precise. It facilitated dam construction through Chapter 86 of the General Laws of Wisconsin which dealt with the formation of corporations. Section 1777 of that chapter authorized corporations to improve streams and drive logs if they "...have taken prior possession of such streams for that purpose...." Apparently no specific authorization was needed for construction when a dam was built by a Chapter 86 corporation on a stream it controlled. The legislature controlled dam construction

Partial Evolution of Logging Era Dams in the Wisconsin River Valley



by these methods from 1841 to 1917. It is impossible to estimate how many dams were built under Chapter 86 but dams authorized by special acts numbered 331 between 1850 and 1900 alone.

The last lumber rafting on the Wisconsin River was thought to have been in 1883 and for the final twelve years of rafting the practice had been in competition with the railroad. It has been noted that the first district in Wisconsin to use railroads in its lumbering operations was the Wisconsin River Valley, and that the reason for it was related to the rafting problems on the river.

Just as the railroad was starting to eliminate concern for the many river navigation hazards a new river related problem was developing. The new dilemma focused on the movement of timber from forest to mill. Lumbermen needed to keep their growing milling operations supplied with material to saw. Just as high water had facilitated moving rafts over navigation hazards, it was also required for moving timber out of the forest, down the tributaries to the river and then to the mills.

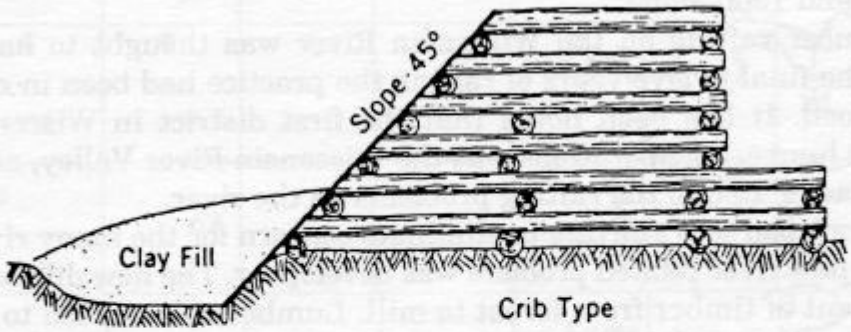
To try and alleviate low water concerns, the Wisconsin River lumbermen began to build flooding, or splash dams, usually known as logging dams. These structures impounded water that could be periodically released, thus creating temporary floods capable of floating logs downstream to the appropriate mill. By holding the spring run-off, as well as the run-off from various storms, the dams impounded enough water to drive almost any stream, no matter what its natural level was at the time.

In the Wisconsin River Valley small improvement companies were established to build single dams as well as to improve entire tributaries. Indeed, over fifty dams were built on the Wisconsin and its tributaries in Lincoln County and points north between 1874 and 1907. In 1878 a Great Lakes lumber industry journal reported, "it is estimated that the lumbermen at Wausau and points below will be enabled by means of these improvements, to obtain 20 million feet of their hung up logs this season."

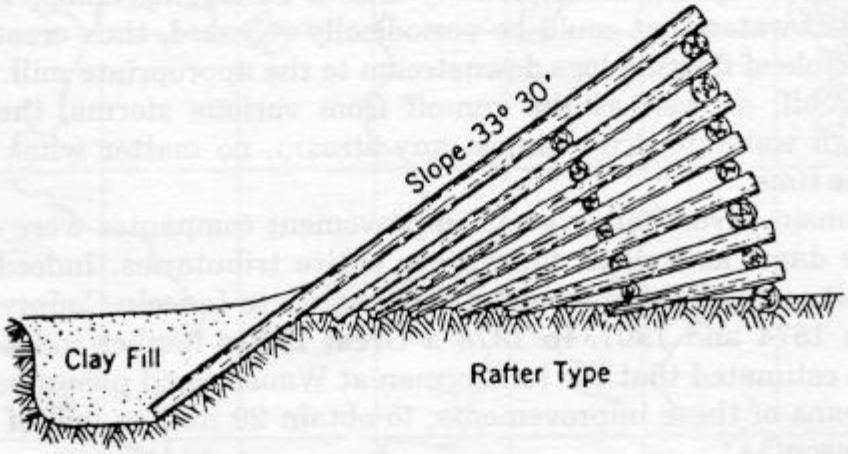
John N. Vogel, a Milwaukee consulting historian, to whom I am greatly indebted for much of the information in this paper, has prepared a series of maps of the upper Wisconsin River Valley from 1874 to 1905 on which he has shown the development and location of dams permitted by the special legislative act process. I have superimposed on these maps the location of the small improvement company dams built under authority of Chapter 86 and which were subsequently acquired by the Wisconsin Valley Improvement Company (WVIC) through purchase of the original improvement companies and their rights.

Although the total number of improvement companies that operated in the valley is unknown, thirteen of them were subsequently purchased by WVIC in 1907, as listed here:

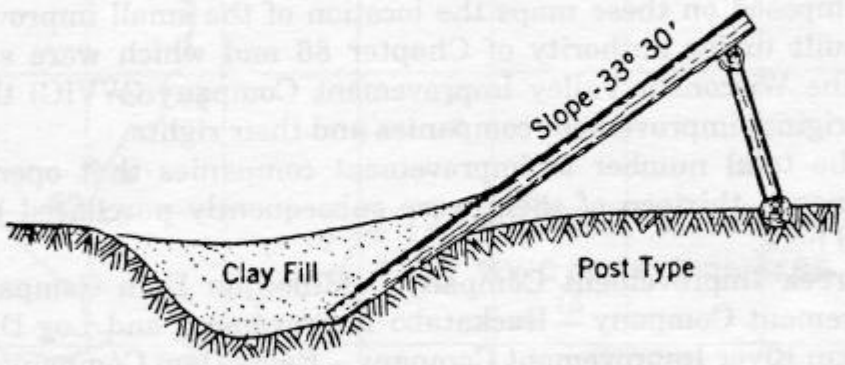
Big Rice Creek Improvement Company – Minocqua Dam Company – Sugar Camp Improvement Company – Buckatabo Improvement and Log Driving Company – Deerskin River Improvement Company – Eagle Dam Company – Lac Vieux Desert Improvement Company – Long Lake Improvement Company – Nine Mile Improvement Company – Pioneer Improvement Company.



Crib Type



Rafter Type



Post Type

Almost all of the dams built by these companies under Chapter 86 were constructed between 1890 and 1900. A few of the small improvement companies built their dams under special acts from 1883 to as late as 1905.

There were various types of logging dams, the most common of which were timber dams. Timber dams are generally divided into three types, crib dams, rafter dams and post dams. Crib dams were created by layering alternate courses of timber, each at right angles to the other, until the desired height was reached. It was then filled with rocks, gravel and earth. It was a durable type of dam and was the most common type acquired by WVIC. It had an added advantage of accommodating controllable timber gates or needle sections between the cribs for discharge flow control.

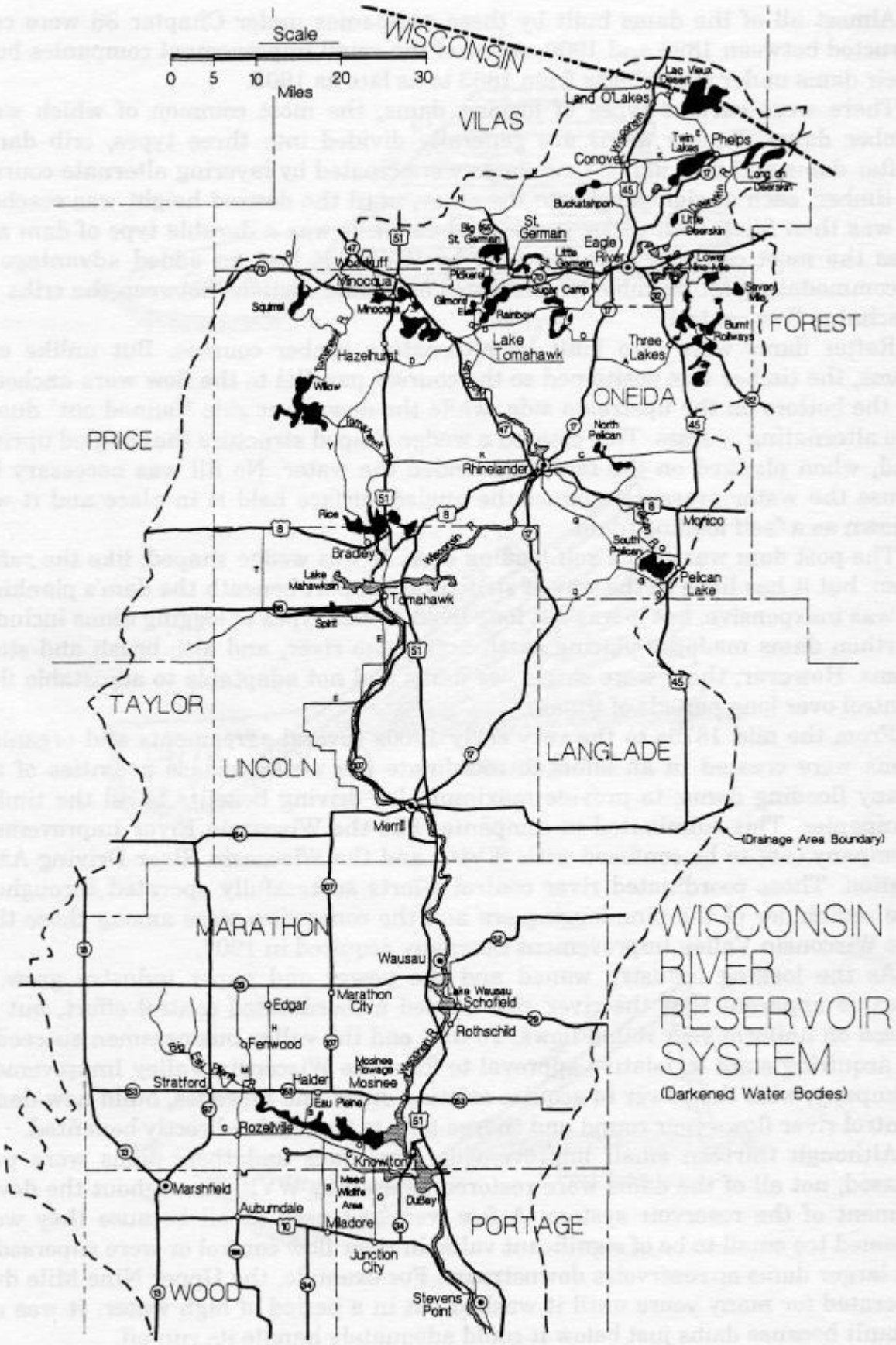
Rafter dams were also built by alternating timber courses. But unlike crib dams, the timber was positioned so the courses parallel to the flow were anchored in the bottom on the upstream side, while the downriver side "fanned out" due to the alternating courses. This created a wedge shaped structure that angled upriver and, when planked on the face, impounded the water. No fill was necessary because the water pressure against the angled surface held it in place and it was known as a "self loading" dam.

The post dam was also a self loading dam. It was wedge shaped, like the rafter dam, but it has little in the way of structural support beneath the dam's planking. It was inexpensive, but it was not long lived. Other types of logging dams included earthen dams made by placing earth across the river, and also brush and stone dams. However, these were single use dams and not adaptable to adjustable flow control over long periods of time.

From the mid 1870s to the very early 1900s several agreements and organizations were created in an effort to coordinate the water release activities of the many flooding dams; to provide maximum log driving benefits to all the timber companies. This culminated in companies like the Wisconsin River Improvement Company (not to be confused with WVIC) and the Wisconsin River Driving Association. These coordinated river control efforts successfully operated throughout the remainder of the pine logging era and the companies were among those that the Wisconsin Valley Improvement Company acquired in 1907.

As the logging industry waned and the power and paper industry grew, it became apparent that the river still needed a coordinated control effort, but focused on uniform year round flows. To that end the valley businessmen succeeded in acquiring state legislative approval to form the Wisconsin Valley Improvement Company, with the power to acquire existing dams and flowages, build new dams, control river flows year round and charge tolls to those who directly benefited.

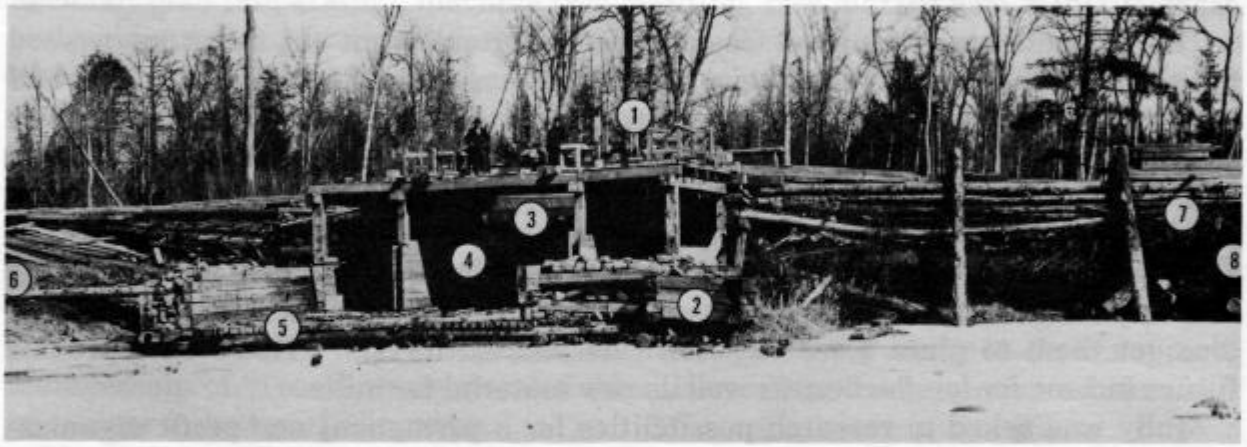
Although thirteen small improvement companies and their dams were purchased, not all of the dams were restored or used by WVIC throughout the development of the reservoir system. A few were not used at all because they were deemed too small to be of significant value in river flow control or were superseded by larger dams or reservoirs downstream. For example, the Upper Nine Mile dam operated for many years until it washed out in a period of high water. It was not rebuilt because dams just below it could adequately handle its run-off.


Scale
0 5 10 20 30
Miles
WISCONSIN
VILAS
FOREST
ONEIDA
PRICE
TAYLOR
LINCOLN
LANGLADE
MARATHON
PORTAGE
WOOD
(Drainage Area Boundary)
WISCONSIN RIVER RESERVOIR SYSTEM
(Darkened Water Bodies)
Land O'Lakes
Conover
Phelps
Eagle River
St. Germain
Woodruff
Minocqua
Lake Tomahawk
Three Lakes
Hazelhurst
Rhinelander
Bradley
Tomahawk
Pelican Lake
Merrill
Wausau
Marathon City
Edgar
Fenwood
Stratford
Mosinee
Rozellville
Knowlton
Marshfield
Auburndale
Junction City
Stevens Point

When acquired, almost all of the dams were of timber construction and badly in need of repair. Within a few years some were replaced with better timber dams and some with more permanent structures. By the mid 1930s all had been replaced with concrete and steel dams and since then at least two of those have been replaced again.

As early as 1878 it has been recognized and recommended that artificial reservoirs or lakes could be build on various tributaries in the valley with little difficulty and with potentially large storage capacities. (All of the flooding dams previously discussed were built at the outlet of natural lakes or lake chains and utilized the lake basin and a surcharge on the lake to impound the necessary water.) It was not until after WVIC was created in 1907 that the artificial reservoir program began to succeed. Rice Reservoir was constructed in 1911 and between then and 1936 four more man-made reservoirs were built. The system ultimately had a capacity of over 400,000 acre-feet with 72 percent of it in the artificial reservoirs. Total water surface in the system exceeds 67,000 acres. Although the reservoirs surviving the logging days only hold 28 percent of the total system capacity, they are very valuable and efficient within the system because of their strategic locations at or near the headwaters of their particular tributary stream.

While the logging dams were being converted to river flow control dams and additional storage reservoirs were being constructed, the businessmen and corporations along the main river were busily engaged in converting mill dams and building new dams to produce hydro-electric power and/or grind pulpwood. At one stage twenty-five different entities owned or operated twenty-five dams along the main stream. Through company consolidations and mergers and new dam construction there are now twenty-six hydroelectric dams on the river, owned by eleven companies. These, combined with the Wisconsin Valley Improvement Company's twenty-one reservoirs and twenty-three dams, which the company uses to control river flow in the valley, create an interesting and important legacy of the logging dam era.



Logging Dam in Northern Wisconsin (Courtesy State Historical Society of Wisconsin)
Key: 1) Vertical plank gates, 2) Piers (squared-timber cribs filled with stone), 3) Sluice, 4) Sluiceway, 5) Log Apron, 6) Dam wing, 7) Toe piling (piling driven at angle into the bed of the river and filled with a gravel, stone, and earth backing), 8) Log partition.

The Early Days of Trees for Tomorrow, 1945-1955

By William A. Sylvester

For thirty-one years, Trees for Tomorrow meant Mully Taylor and Mully Taylor meant Trees for Tomorrow. They were inseparable. Taylor was born in 1903 in Merrill, Wisconsin, son of a river driver. In high school he worked in a planing mill. Making his way west by train, he took on construction jobs and eventually worked as a seaman on a boat to Alaska. He studied forestry at the University of Idaho and journalism at the University of Wisconsin. After college he worked at the Chicago City News Bureau and then returned to Merrill as a reporter and ad salesman for the ***Merrill Daily Herald***.

To understand the development of Mully Taylor and the evolution of Trees for Tomorrow, one must look back at the Wisconsin Northland of sixty to seventy years ago. The plow which was supposed to follow the axe and create an agricultural utopia did not materialize. In 1927-1929, the state legislature provided forest fire protection, county land zoning and forest tax laws.

The Federal Civilian Conservation Corps of the 1930s provided proof that rebuilding the forest was possible. Economically we were in a depression. The paper mills of Wisconsin were importing 80 percent of their wood fiber. One thing was becoming evident, the forest was slowly recovering and we could do more to help the resource along.

The idea of Trees for Tomorrow was born in 1943. The nation was at war. Pulpwood for the Wisconsin Valley paper mills was in short supply. Wood was available locally but the problem was to persuade local people to cut it.

The North Central Wisconsin Pulpwood Roundup was organized as part of the national campaign being sponsored by the War Production Board. A local committee, composed of paper mill representatives, newspaper publishers and others assigned the direct responsibility to Mully Taylor, then advertising manager of the ***Merrill Daily Herald***.

Their slogan was "Pulpwood Goes to War." The call went out to cut more wood for patriotism and profit. A special tabloid edition of the ***Merrill Daily Herald*** was published. Preachers pleaded for pulpwood from their pulpits. The climax was a large parade in Tomahawk on October 23, 1943, featuring bands, military units and 100 trucks of newly cut pulpwood. The "Roundup" exceeded its goal and received second place in the national contest.

At the victory dinner which followed, the following question was asked: "If this industry backed effort could do so well in getting people to cut trees, couldn't it also get them to plant trees to restore devastated forests?" This would provide future income for landowners as well as raw material for mills.

Mully was asked to research possibilities for a permanent non-profit organization, supported by paper mills, to promote reforestation in Northern Wisconsin. Several months of fact finding and analysis resulted and the decision to go ahead came promptly. Trees for Tomorrow became a Wisconsin non-profit organization

on February 29, 1944. It was launched by nine paper mills in the upper Wisconsin River Valley.

This five year experimental program is now forty-eight years old. For the first two years, the staff consisted of Mully and a secretary in an office in Merrill. The main office remained in Merrill until 1971 when it moved to Eagle River, Wisconsin.

During the first twenty-five years of the organization, the program was essentially two-fold. The forestry program centered at Merrill, worked with private landowners and semi-public agencies. The Conservation Camp education program was established at Eagle River.

One of the first projects for "Trees" was a Reforestation Institute and Exhibit at Rhinelander in May 1944. Public response was encouraging. On the first day of the Institute, Trees for Tomorrow helped dedicate the 360 acre Rhinelander High School Forest. Four hundred high school students hand planted 60,000 trees. "Trees" also machine planted 20,000 red pine trees at Camp Tesomas, a boy scout camp northwest of Rhinelander, using a newly developed, but still crude tree planting machine. By 1968, Trees for Tomorrow had machine planted over 15,000,000 trees for private and public landowners under its contract machine planting program.

From the first, the forestry program was one of self-help. Owners of forest land could get a limited amount of free tree planting stock, expert advice and encouragement. The rest was up to them. It was their land and the main benefit would accrue to them.

With the addition of a graduate forester to the staff in 1946, it was possible to offer more specific services to land owners. By 1960, four graduate foresters were employed - two full time in forestry and two working on the camp operation.

The forestry program diversified over the years. Surveys indicated that many private landowners were also absentee owners, who would be willing to invest in forestry if there were ways to get the work done. Thus, "Trees" entered into an era of providing contractual services for willing owners for such things as forest management plan preparation, machine tree planting, tree marking, timber sale setup and sale supervision. For several years these services were provided free or at little cost. As time went on the charges were gradually increased to include a greater landowner contribution. Charging for services resulted in an increase in the workload as it removed the suspicion that the service put the owner under obligation to the paper mills.

The area covered by "Trees" foresters, originally nine North Central Wisconsin counties, was expanded to include twenty-nine counties in Northern Wisconsin and Upper Michigan. Direct and indirect results of the forestry program became clear and substantial that the paper mills were no longer alone in their support. Membership of "Trees" was expanded over the years to include much of the electric power industry of Wisconsin.

The Trees for Tomorrow Conservation Camp was a former training center for the U. S. Forest Service personnel, established in Eagle River in 1937. During the war it was not used. The Forest Service had no further use for the facility following the end of the Civilian Conservation Corps program. In 1944, Vico Isola,

Assistant Regional Forester for Information and Education, suggested to Mr. Taylor that "Trees" operate the facility as a Conservation Education Field Station. The offer was accepted and a three day conservation workshop for Wisconsin Educators was held in 1945. This successful workshop led to "Trees" leasing the camp for a permanent conservation education center in 1946. The camp was expanded and improved by Trees for Tomorrow. It is now in operation twelve months of the year. Its programs stress the interrelationships between good resource management of soil, water, wildlife, forestry and people to the people of Wisconsin and Upper Michigan.

What the camp program has accomplished, directly and indirectly in advancing sensible resource management, one can only guess. Ideas planted in the minds of boys and girls, men and women at the camp may prove to be a greater resource than the trees.

Unique in the operation of the camp has been a strong thread of cooperation provided by recognized leaders who take time for it from their regular work or scant leisure. They have included individuals from the Wisconsin D.N.R., U.S. Forest Service, The University of Wisconsin System - Soil Conservation Service, The Wisconsin Department of Public Instruction, The Wisconsin Vocational School Board, The State Soil and Water Conservation Committee, the utilities, paper mills and various business organizations of the region. Numerous others have given generously to this effort.

Key to this cooperation was the camp advisory council, composed of representatives of the agencies mentioned. They met annually to critically review the educational programs and suggest changes. Willingness of Trees for Tomorrow to follow the advice of the advisory council removes any suspicion that it is a self-serving propaganda agency for industry. In this quick review of some of the early history of "Trees", I have not said much directly about Mully Taylor. Mully and his wife, Billie, were directly involved in the minute planning and policy decisions that had to be made.

Mully was a salesman of a product he believed in – a catalyst working behind the scenes on many conservation activities of his time. He had the knack to get people to work together for the common good. In his way, through "Trees," he helped establish "Learning through Doing" in Conservation Education and helped establish the forestry field for private consulting foresters, The Department of Natural Resources, University Extension Foresters and The Tree Farm Movement.

Mully Taylor has been recognized by three governors, the Legislature, the U.S. Forest Service, The Society of American Foresters, women's clubs, The Future Farmers of America and 4-H clubs.

In recognition of his pioneering contributions in the field of Conservation Education, The Forest History Association of Wisconsin gave him its distinguished service award in 1983. He was inducted into the Wisconsin Forestry Hall of Fame in 1985. Mully retired in 1975. He and his wife died in a tragic house fire in 1984.

Star Lake: From Boom Town to Ghost Town

By Randall Rohe

Star Lake represents a common phenomenon of the lumber industry. One of a series of towns founded by a lumber company as it depleted its timber holdings in one area and moved to another. McKenna, Wisconsin preceded it in time and McKenna, Washington followed. As operations at McKenna, Wisconsin neared completion, Williams and Salisch looked for additional timber land and in late 1893 purchased 150,000,000 feet of standing timber near Rice Lake, about twenty miles northeast of Minocqua.

Star Lake was named for the Starr brothers, Bob and Harry, who homesteaded nearby. Bob worked as a surveyor in the area and when Williams and Salisch began operations here, Harry ran a piledriver for them. Starr Lake evolved into Starlake or Star Lake. Postal authorities decreed that all post office names consisting of two words should be run together in one word. In postal records, railroad timetables and early letterheads of the Williams and Salisch Lumber Company, it appeared as Starlake. In most period newspapers and on most historical maps it appeared as Star Lake. In January 1894 the ***Merrill Advocate*** announced Williams and Salisch's intention to build a mill at what became Star Lake. The extension of the Valley Division of the Chicago, Milwaukee and St. Paul R. R. northward and various agreements negotiated between this railroad company and the Williams and Salsich Lumber Company made the development of Star Lake possible. With the railroad operating as far north as Minocqua in 1887 and logging nearly complete in the southern end of the Valley Division, lumbermen and the railway logically began negotiations to push the railroad still further northward into the pine forests of Wisconsin.

Minocqua and Eagle River papers reported in early August 1894 the proposed extension of the C. M. and St. Paul Railroad northward to Star Lake. In late August the ***Times*** described Star Lake as the new Mecca and reported many going there in hopes it would soon be a boom city. Teams brought the first supplies from Minocqua over almost impassible tote roads. McIntosh Bros. of Milwaukee received the contract for grading the railroad extension. By mid November they had grading of the Star Lake extension, except for some troublesome sinkholes, about complete. The track layers under the direction of Pat McGraw completed their work in early December. While regular trains did not begin running until spring, as soon as the steel was laid supplies were hauled to the logging camp, which consisted of a bunk house, cook shanty, office and barn, at Star Lake. Work on the sawmill began as soon as the railroad could haul in the necessary lumber. Williams and Salsich chose to locate the mill site at the head of a small bay of perhaps five acres. The bay, formed by a narrow, curving neck of land, not over a rod wide and about 300 yards long, made a natural log storage area. The narrow peninsula offered an ideal location for the lumber yard. Surrounded by water on three sides, it had excellent protection from forest fires. The yard covered about 60 acres and was "considered one of the best yards for drying lumber in the

valley." The yard was laid out into tram streets and alleys. Chain conveyors automatically transferred the lumber from the sawmill to a sorting shed about 150 feet away. From here haul-off trucks carried it to the yard, which sometimes contained as much as 30,000,000 feet of lumber.

By early 1895 Star Lake began to assume the trappings of a town. The ***Rhinelander Herald*** in February observed that "Star Lake . . . will be quite a lively little berg another summer. Several families have already moved there and a store and saloon will be opened up in a short time." A few months later, workmen began placing the machinery in the mill. The hotel was almost completed and about thirty-five houses were finished. Sixty-five more were to be built as fast as possible. As in many lumber company towns, most of the houses were of the same architectural style and size. Three larger, more pretentious residences, however, were built for B. F. Wilson, Doctors Matt and Dave Harvison, and Geo. Tupper, the mill foreman. H. E. Salsich and Allen Williams and some of the office workers live at the hotel.

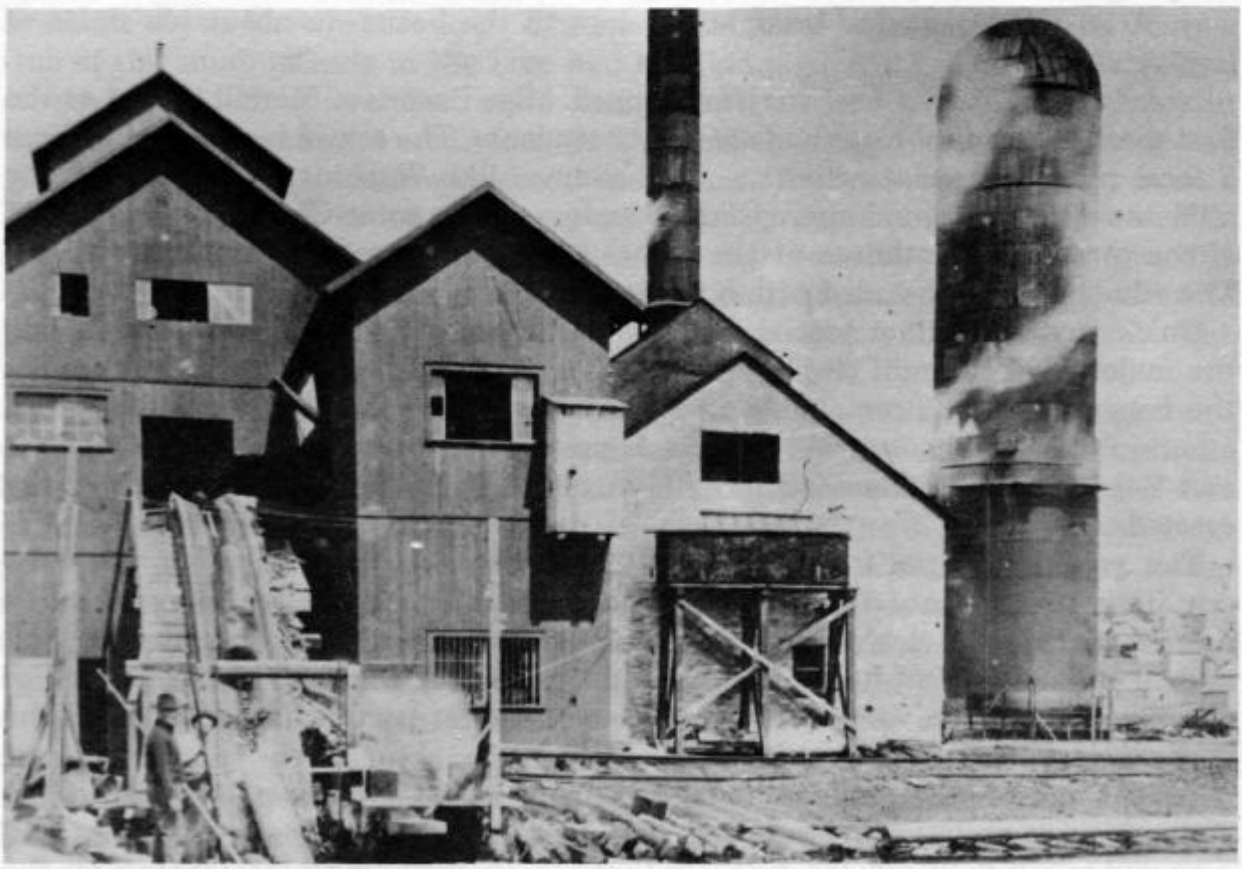
Williams and Salsich also had a large force of men constructing a spur line to the mill. The company eventually had seven work camps situated on lakes in the area of Star Lake. They graded the right-of-ways, built bridges, and laid the ties for the railroad, while the Chicago, Milwaukee and St. Paul laid the rails. Star Lake became the focus of the railroads and spur lines that led to various logging camps.

A visitor to Star Lake in early May described things there as "very lively" with over a hundred men constructing houses. The town had twice weekly train service. Shortly, thereafter telegraph communications to Minocqua were completed, triweekly train service began, and attempts were made to establish a post office. Three car loads of saw mill machinery arrived in late May. Local papers described Star Lake as "having quite a boom" and "in a thriving condition." The ***Review*** expected that before fall the town would have a population of five hundred. Nearby towns, anxious to gain the trade of Star Lake, agitated for the construction of roads to the new town.

In early June a daily train began running to Star Lake except Sundays, when the train crew laid over there. Williams and Salsich completed a store and stocked it with a full line of groceries, dry goods, hardware, etc. The town now contained thirty-two residences, a boarding house, store, barber shop, doctor's office and hotel. The hotel, named the Waldheim or Forest Home, served both residents of Star Lake as well as many tourists, who came to hunt or fish in the area. The hotel was described as a unique structure of log and frame construction. The upper story, 42 x 64 feet and of frame construction, overhung the lower story by 18 feet "in the fashion of a Swiss cottage." The lower story consisted of logs, squared on both sides and mortared with plaster. It was constructed of specially selected logs with just the bark removed. The hotel contained eleven large rooms and large brick fireplaces in the office and dining room. "Throughout the hotel, rooms, and table, a condition of affairs exists which simply leaves no room for fault finding." The hotel contained a dancing parlor that was the scene of many parties followed by banquet suppers.



Sawmill at Star Lake – The logging camp buildings in the foreground were the first structures built here. (Courtesy Malcolm Rosholt)



Logs being hauled up the bull slide to the sawmill from the mill pond at Star Lake. (Courtesy Malcolm Rosholt)

Though it was not yet finished, considerable work had been completed on the mill. The mill, 188 x 50 feet with a 19 foot lean to, contained two band saws and a jumbo edger, making a capacity of about 180,000-200,000 feet of lumber per day. A new Corliss engine, 24 x 28 with an 18 foot drive wheel, furnished power. The ***Lumberman*** reported that the mill when completed would "be one of the most, if not the most modernly supplied of any in the state. The mill and most of the buildings will be lighted by electricity, the power being furnished by a dynamo in the mill." H. E. Salsich closely supervised the building of the mill. While he utilized part of the equipment from the mill at McKenna in the construction of the new mill," whenever anything new was needed to make the plant absolutely first class, it was put in." A correspondent of the ***Northwestern Lumberman***, a leading trade journal, felt that Salsich provided a good many ideas little and big to the mill's construction and built "a plant here which almost anybody could learn something from."

In connection with the sawmill, Williams and Salsich had a large refuse burner, of the water jacket variety, under construction. The burner, 100 feet tall and 26 feet in diameter, had a stone foundation that rested on over 230 piles driven into the ground. A ten inch water jacket surrounded the first forty feet of the burner and a large steam pump continually pumped water into it. Hot water from the refuse burner helped keep the mill pond open during the winter. At this time the company had about 4,000,000 feet of logs in the boom and about 18,000,000 on the way. A 28 ton locomotive brought the logs to the boom via about ten miles of logging railroad.

In July plans for a school were formalized. Miss Barnes of Merrill served as the first teacher; her first class had some fifty students. The school house soon became a focal point for social activities. On holidays, like Washington's Birthday, the students often presented appropriate exercises and on some Christmas Eves, most of the community gathered at the school house for an evening's entertainment. The school year often ended with a picnic to a nearby lake.

On August 28, 1895 a special train arrived from McKenna, Wisconsin carrying the majority of the mill employees, their families and household goods. Some of the houses were not completely finish so some of the families doubled up with others until their houses were ready. Some of the carpenters hired by Williams and Salsich to build houses had left unexpectedly to work at a tannery being erected at Merrill.

The growth of Star Lake certainly was impressive. By November the town contained over seventy dwellings, all of them occupied. More were being built and some supplied with electricity. Williams and Salsich in cooperation with the C. M. and St. Paul Railroad had a large roundhouse under construction. A post office was established and A. E. Williams became its first postmaster. A room off the general store housed the post office.

By the fall of '95 Williams and Salsich had about twenty miles of standard gauge logging railroad in operation. The company ran two logging engines and expected to put in 36,000,000 feet logs that season, including 6,000,000 feet for the

Diamond Match Co. In late December the firm acquired a larger more powerful locomotive and named it the Williams, Salsich and Co.

Star Lake was a bustling mill town by the end of the year. The town contained a sawmill with a lath and a shingle mill, hotel, boarding house, general store with butcher shop, barber shop, company office, railroad depot, schoolhouse, doctor's office, town hall, roundhouse, blacksmith shop, warehouses, and eighty-four company houses.

Shortly after its establishment regular Methodist services began at Star Lake. Rev. J. B. Joyce of Minocqua made semi-monthly visits and held afternoon and evening services. Other denominations followed suit. As the population of Star Lake included a large number of Norwegians, Lutheran services began at an early date. Star Lake also had a Sunday school. As Star Lake had no church, services were held outdoors or in whatever building was available. Sometimes it was a residence, an unoccupied company house, or even more commonly the school or town hall. The Ladies Aid Society, the Norwegian Aid Society and other organizations held ice cream socials, fairs, suppers, auctions, dances and other fund raising events to help support the ministers' visits to Star Lake.

As in virtually all lumber company towns, the Williams and Salsich Co. and subsequent companies allowed no saloons or the sale of liquor in Star Lake. While the local authorities apprehended someone attempting to sell liquor occasionally, their efforts were not one hundred percent successful. Like elsewhere, liquor was available if you knew where to go. The method at Star Lake was perhaps unique. One of the small islands in the lake had a "blind pig." A log cabin on the island contained a dumb waiter. The men rowed out to the island, placed their money in the dumb waiter and as it revolved a bottle would appear.

During 1896 Star Lake was the scene of many improvements. That spring Williams and Salsich added a planing mill to their manufacturing facilities. The continued rapid growth of the town required more dwellings and the company built thirty-six additional homes for its employees and added a large addition to the boarding house. Many of the residents cleared and fenced their yards. The company built a resort cottage for families near the hotel.

During early 1896 Star Lake continued to boom. The mill, running night and day and turning out about 140,000 feet of lumber every 24 hours, made the "little berg pretty lively." The ***Mississippi Valley Lumberman*** characterized the mill as "one of the finest saw mills in northern Wisconsin." The engine house with its powerful, 600 horse power, Corliss engine never failed to impress visitors to the mill. "It moves noiselessly and apparently with ease the saws and complex machinery that go to make up in detail a complete modern mill." The amount of lumber manufactured and stored daily in the mill yard was described as wondrous. In June, in fact, the insurance companies objected to the storage of any more lumber in the yard and the mill had to shut down.

The forms of entertainment and recreation enjoyed by the residents of Star Lake differed little from most lumber towns. Occasionally, itinerant professional entertainers or amateur performers from nearby towns visited the town. The

many locally organized dances, however, became the most popular form of social activity. The square dance, schottische, Virginia reel, two step and waltz all proved popular. Star Lake had both a band and an orchestra and sometimes one or the other provided the music for the dances or gave a concert. Other times a Graphophone or phonograph provided musical entertainment for the residents.

Most of the social activity at Star Lake involved small groups, often families and friends. Neighborhood birthdays, anniversaries, christenings, taffy pulls, and card parties are just a few examples of such activities. During winter, sleigh rides and skating parties were popular. When winter weather curtailed most other outdoor activities, the residents often turned to sledding. A toboggan slide was built the first winter and the residents used everything "from scoop shovels to upholstered sleighs" on it. In summer boating and fishing on the lake became common past times. Occasionally groups would take a logging train or hand car to a nearby lake for fishing or picnicking. Star Lake's location provided many opportunities for its male residents to engage in hunting and fishing. The lake became especially well known for its excellent musky fishing. The surrounding woods offered good hunting for deer and partridge.

Like many sawmill towns, Star Lake supported a baseball club. If the scores of the games are any indication, the players were not very skilled. Rain resulted in the cancellation of one game with Woodruff in the seventh inning with the score 29 to 17. Of course, the primitive equipment and poor playing conditions contributed to the high scores.

The ability to handle firearms was almost taken for granted in the 19th century. In the male dominated lumber company towns, this was particularly true. As a direct result of the number and use of guns, shooting matches were quite popular. Communities pitted their best against each other or held matches open to all, with the winner receiving a prize. Star Lake had a gun club that engaged in trap shooting contests with teams from neighboring communities.

The Modern Woodmen of America and the Knights of the Maccabees, two fraternal organizations common to many lumber towns, were prominent in Star Lake and played a major role in the social life of the town. A camp of the Modern woodmen was organized in December of 1895. Within a few months, the camp completed "a large and comfortable hall." The hall served not only for meetings of the Modern Woodmen and the various social events, like dances, that they held but individuals and other groups used it as well. By February 1898 the K.O.T.M. had a membership of about thirty. Shortly, after the organization of the K.O.T.M. at Star Lake, a hive of the Ladies of the Maccabees, the woman's branch of the order, was established there. The Star Lake Hive sponsored numerous activities including plays, balls, carpet bees, ice cream socials, dances, and masquerades. The ***New North*** described one such event in 1898:

> *During the week invitations were issued on eggs and Saturday evening found a large crowd at the hall. The hall was decorated very prettily in evergreens and on the stage were potted plants. Music was furnished by Professor Allen, Mr. Nights, Mr. Schultz, and Mr. Randby*

and was very fine. The supper which was served consisting of sandwiches, coffee, pickled eggs, cake and sherbert, was well prepared and satisfactorily passed.

It turned out to be one of the most successful dances ever held at Star Lake.

By 1897 Star Lake was "getting to be quite a little city" according to the ***Mississippi Valley Lumberman***. Williams and Salsich employed about 400 men and had put up about 100 frame dwellings for employees with families besides a large boarding house at which resided about eighty single men. The company had twenty-eight miles of logging railroad and two Baldwin locomotives in operation. The mill sawed between 120,000 and 150,000 feet of lumber every twenty-four hours and ran night and day. Yet at times the company still couldn't keep up with its orders and at one time it was three hundred cars of lumber behind.

By this date, Star Lake had gained quite a reputation as a resort, attracting many visitors from as far away as Milwaukee and Chicago. Trade journals described the Waldheim "as one of the most delightful summer resort hotels that ever was," "furnishing all the creature comforts of larger hotels." Besides the hotel, which accommodated fifty or sixty guests at a time and sometimes as many as ninety-five, the company had added four or five tourist cottages nearby. It also had a steam yacht on the lake.

The Williams and Salsich Lumber Co. underwent a number of important personnel changes in 1897-98. In 1897 Adam Cook left the firm and Benjamin Wilson joined it. H. E. Salsich managed the company, while the A. E. Williams oversaw the logging operations, and B. F. Wilson handled correspondence and sales, and assisted Salsich. In 1898, Williams sold out and the company became Salsich and Wilson. The newly organized company reaffirmed the original contract between C. M. and St. P. R. and the Williams, Salsich and Company and negotiated further agreements.

During 1898 the new company made a number of improvements. The exterior of the mill received a coat of fire-proof paint. A new school house was built and the meat market and store were enlarged. Like many company stores, the one at Star Lake operated on the credit-coupon system. The company issued its employees coupons and they paid off their bills when they received their monthly pay check. The store had a system of cash carriers that ran from the cashier's counter to points in the store and via a tunnel to the meat market. The pull of a chain wisked a metal basket with accounts and coupons to the cashier-bookkeeper's counter.

The excellent quality of their stock, the high grade of their mill work and the ability of some of their salesmen resulted in more orders than Salsich and Wilson could fill. B. F. Wilson related to the ***Lumberman*** that it wouldn't be long before they would have to begin to give out numbers like a barber shop. The mill cut almost 21,500,000 feet of lumber and 12,000,000 shingles for 1898. At times the planing mill had to shut down because of lack of cars. In a single day in July 1899 the company shipped twenty-nine cars of lumber—the largest ever. By this date the company operated thirty-five miles of logging railroad with three locomotives and forty logging cars. Three logging camps, employing some 200 men, operated that winter.



Star Lake as it looked in circa 1895. (Courtesy Marathon County Historical Society)



Site of Star Lake in 1992. (Author)

Star Lake peaked just after the turn of the century. Salsich and Wilson employed 225 men in their mill in 1900-01 and Star Lake had a population of 600 for 1901-02 and 700 for 1903-04. Thereafter lumbering at Star Lake and the town's population declined fairly rapidly. The ***New North*** wrote in early June that "It is said that Star Lake is likely to lose its place on the map. It is reported that Salsich and Wilson Lumber company of Star Lake, will finish its cut this season and will move out. In which case the place will be dissolved..." The sawmill of Salsich and Wilson cut its last log on Friday, July 20, 1906. The planing mill was to operate another year, but the end of Star Lake was in sight. A dance that evening marked the breaking up of the community. At this date Star Lake had a population of 500. H. E. Salsich moved to Washington and built a new mill town near Tacoma which he named McKenna. In 1907 B. F. Wilson, and Neal Brown incorporated the Star Lake Lumber Company with capital of $50,000. They purchased the sawmill of Salsich and Wilson to cut hardwood and hemlock. The company employed 150 men in their mill and Star Lake had a population of 250 for 1907-1908. The operation of the Star Lake Lumber Company lasted only until August of 1908.

Most of the remaining residents of Star Lake quickly moved elsewhere. Individuals bought some of the company houses but the Jim Wright Co. of Columbus purchased most of them. Between 1908-1910 the company tore the houses down and shipped them to Columbus, where it reassembled and sold them. John Oliver purchased the hotel in 1909 and renamed it Oliver's Lodge (now Hintz's North Star Lodge). Jacob Mykleby acquired the company store in 1910 and later (1924) purchased the entire townsite. The school was torn down in 1920. The railroad from Minocqua to Star Lake was abandoned in 1944. In 1959 only four of the original company houses still stood – three of them vacant.

Star Lake grew into a booming mill town almost overnight. After the St. Paul Road reached the townsite on December 6, 1894, the Williams and Salsich Lumber Company rushed to complete about eighty-five houses for its employees, most of whom arrived in a special train in August 1895. In less than a year Star Lake had gone from a virgin forest to a bustling lumber town of some 400. The houses, laid out in rows on a hill near the lake, aged unpainted for the company knew it would not need them long. Salsich and Wilson cut their last log on July 20, 1906 and by 1911 most of the houses had been razed, leaving the open field seen today along Highway K – a dramatic example of the boom and bust nature of so many lumber towns.

Wisconsin-Upper Michigan State Boundary Surveys

By William C. Rohde

This treatise is a chronological accounting of subject surveys, upon the basis of historical records obtained from the National Archives, the State Historical Society of Wisconsin and various other sources. Such reference material provided several hundred pages of historical detail, as well as numerous maps and survey field notes. This facilitated the preparation and accuracy of this paper.

Under the Ordinance of 1787, Wisconsin was a part of the Northwest Territory to 1800; a part of the Indiana Territory to 1809; a part of the Illinois Territory to 1818; and a part of the Michigan Territory to April 20, 1836, when Wisconsin finally became a separate territory. On January 26, 1837, Michigan attained statehood. The Upper Peninsula area of the state was reluctantly accepted in lieu of the controversial "Toledo Strip," adjoining Ohio. Wisconsin had wanted the U.P. area. On June 12, 1838, Congress adopted an "Act to ascertain and designate the boundary line between the State of Michigan and the Territory of Wisconsin." Such act included a description of the boundary, which was decided upon the basis of an early map of the area: "following the Montreal River from its mouth at Lake Superior, southeasterly to the middle of Lake of the Desert; thence in a direct line to the nearest headwaters (fork) of the Menominee River; thence down the main channel to the most usual ship channel of Green Bay; thence through the center of said ship channel to the middle of Lake Michigan . . ." The act also included a "not to exceed" appropriation of $3000 for the total cost of the boundary survey. Such appropriation was later proven inadequate. No further action apparently ensued on the matter until February 24, 1840, when Messrs., Norvell and Crary, of Michigan sent a letter to President Van Buren, suggesting that the boundary survey might be made by some officer of the Corps of Topographical Engineers, of the War Department.

On February 27, 1840, Treasury Secretary Levi Woodbury sent a letter to Commissioner James Whitcomb, of the General Land Officer that such office should take charge of the boundary survey matter, without delay, by order of President Van Buren. In the interim, Commissioner Whitecomb had also been given the approval of Secretary Woodbury to initiate communications with the Secretary of War, concerning the suggestion by Messrs. Norvell and Crary. Indecision is apparent concerning this survey. In April of 1840, Lt. Col. Kearney was then appointed, and had shortly thereafter advised the Government Land Office that the $3000 originally appropriated by the 1838 Act was entirely inadequate to defray the expense of the boundary survey; whereupon, the matter was apparently deferred until further legislation to be considered by the Congress.

On July 20, 1840, Congress adopted a second act, directing that the boundary survey matter be placed under the superintendence of the War Department. It included a reappropriation of the $3000 and thereby relieved the Government Land Office of any further involvement in the matter.

At the end of July a letter was issued by Col. J. J. Abert, Chief of the Bureau of Topographical Engineers, appointing Captain Thomas J. Cram, a Topographical Engineer, as officer-in-charge of the boundary survey. Captain Cram was ordered to proceed at once to Detroit, Michigan to outfit his survey party, obtain passage and proceed without delay to Menominee City on the Wisconsin side of the Menominee River and from there commence the boundary survey between the State of Michigan and the Territory of Wisconsin. The party went by canoe up the river system.

During the autumn season, the survey was conducted as nearly as possible in conformity with the instructions. It, however, could not be completed, as several disparities were revealed, which were inconsistent with the boundary as described by the act of Congress. An earlier map, upon which Congress had relied to draft the boundary description, indicated that the headwaters of both the Menominee and Montreal rivers was the lake known as Lac Vieux Desert. Together, they constituted a continuous and natural boundary from Lake Superior southeasterly to Green Bay. Captain Cram's survey proved that Lac Vieux Desert was neither the headwaters of the Menominee or the Montreal rivers, but rather of the Wisconsin River, and that no natural boundary existed for some distance from the lake northwesterly to the true headquarters of the Montreal River. The crew primarily obtained mapping detail of the boundary route. It was further proven that the nearest natural boundary southeast of Lac Vieux Desert, began in the lake Lac Brule, headwaters of the Brule River, which flowed into the Menominee River. Numerous islands were also found along the Menominee and Montreal rivers, which resulted in even further difficulty in ascertaining the centerline or the main channels thereof.

Captain Cram completed his first report on the survey, and submitted it to Col. J. J. Abert, in December of 1840, including various maps and an appendix which more accurately described the salient land features along the boundary survey route. In his report, a revised boundary description was recommended for consideration by the Congress, and that it would require an additional appropriation of $13,000 to complete the boundary survey. Captain Cram completed the survey report at Racine, Wisconsin.

On December 22, 1840, the Senate adopted a resolution that requested that the President provide any information in his possession relative to the ensuing boundary survey. On February 1, 1841, Col. J. J. Abert sent Captain Cram's report by letter to Secretary of War J. R. Poinsett, who transmitted same to President Van Buren, who on the same day provided the report to the President of the Senate, Samuel L. Southard.

A second letter of instructions was issued by Col. J. J. Abert to Captain Cram on March 31, 1841, directing him to continue the survey of the lands between the headwaters of the Menominee and Montreal rivers, and also a survey of both rivers, so Congress could decide on the boundary. It is uncertain from the available records, whether or not an additional appropriation has been approved by the Congress, but presumably it was. On January 24, 1842, the Senate adopted a resolution requesting that the Secretary of War forward all available reports and

drawings relative to the boundary survey. Apparently the boundary survey was of some concern. Less than a month later, Captain Cram forwarded his second survey report by letter to Col. J. J. Abert, including additional maps and an appendix. The report also advised that a survey of the lower part of the Menominee River and ship channels in Green Bay remained to be completed, and that an additional $7000 would be required for another season's work. On March 7, 1842, Col. J. J. Abert transmitted the second report by Captain Cram to Secretary of War, John C. Spencer, who the same day submitted the report to Samuel L. Southard, President of the Senate.

As evidence by available records, no further action regarding the boundary survey matter is apparent until 1846, when the Territory of Wisconsin insisted upon the attainment of statehood. On August 6, 1846, Congress adopted an act enabling the attainment of statehood by the Wisconsin Territory, including a description of the boundaries of the state, substantially as they are presently described. Four days later, the Congress adopted an additional act providing for a survey of the described boundary between the Upper Peninsula of the State of Michigan and the Wisconsin Territory, under the direction of the President and the Commissioner of the Government Land Office. On September 15, 1846, Acting Commissioner James H. Piper, transmitted a letter to Lucius Lyon, Surveyor General of Detroit, directing that the boundary survey be commenced without delay, in accordance with the instructions contained therein. On April 27, 1847, William A. Burt, a renowned and experienced Deputy Surveyor, and inventor of the solar compass, was contracted by the Government Land Office to perform the boundary survey between the headwaters of the Montreal and Brule rivers, as described by the 1846 congressional act. Surveyor Burt was also provided with all available copies of Captain Cram's previous surveying reports and maps. Mr. Burt was contracted at the rate of $16 per surveyed mile. The total cost, however, was not to exceed the $1000 appropriated by the Congress.

On May 1, 1847, Surveyor General Lucius Lyon prepared and transmitted special instructions to Deputy Surveyor William A. Burt, concerning the contracted boundary survey. Less than two weeks later, Surveyor Burt departed from Detroit with 30 men, pack horses and supplies, aboard the steamer "Sam Ward." The party arrived at L'Anse on Lake Superior, May 24, 1847; whereupon, they proceeded to the lake Lac Vieux Desert to establish a warehouse for supplies, and to establish the first survey camp at the outlet of the lake Lac Brule. The party traveled from L'Anse to Lac Vieux Desert by overland trail.

On June 8, 1847, the boundary survey was commenced at the outlet of Lac Brule, as headwaters of the Brule River, and proceeded northwesterly to the center of the channel between Middle and South islands in Lac Vieux Desert. The party then commenced at the fork of the juncture of the Balsam and Pine rivers, as the headwater source for the Montreal River, and proceeded southeasterly along a predetermined astronomical course of South 74 degrees 27 minutes East, to the established channel center between Middle and South Islands in Lac Vieux Desert. The entire boundary survey was completed on July 5, 1847. According to the record field notes, the total length of the surveyed boundary was 64.309 miles,

over a period of 28 days, or an average of approximately 2.3 miles per day, and excluding an almost equal number of miles for random lines to determine the true boundaries, and meander courses.

A more detailed study of Burt's field notes reveals that the survey crew had set approximately 40 meander posts, 56 half-mile posts and 59 mile posts along the survey boundary. In addition, over 300 line trees were notched and described, and over 300 bearing trees were scribed and marked to further witness the boundary line. Burt also determined the accurate longitude and latitude of the following boundary points, by averaging several observations at each point with his solar compass:

Headwater point for Montreal River:	46-19-35 North Latitude 90-17-38 West Longitude
West shore of Lac Vieux Desert:	46-08-17 North Latitude 89-18-37 West Longitude
Center of channel between Middle and South Islands in Lac Vieux Desert:	46-07-47 North Latitude 89-16-10 West Longitude
East shore of Lac Vieux Desert:	46-07-26 North Latitude 89-15-20 West Longitude
Center of Lac Brule outlet:	46-01-46 North Latitude 89-01-37 West Longitude

In the preface of his field notebook, Surveyor Burt penned a letter, describing the survey, to Surveyor General Lucius Lyon, on November 20, 1847, from Mount Vernon, Michigan. Deputy Surveyor Burt certified the correctness of the boundary survey and field notes before a Notary Public on November 26, 1847, as entered on the last page of his field notebook. His field notes were exemplary. Upon receipt of the completed survey notes from Mr. Burt, the boundary survey was officially approved by the Government Land Office, and full payment rendered to Burt for his contracted services as Deputy Surveyor. On May 29, 1848, President Polk signed the bill, granting statehood to Wisconsin, the boundary was apparently acquiesced for the next sixty years.

In 1908, however, Michigan held a convention for the purpose of framing a new constitution, including a boundary description adjoining the State of Wisconsin. Prior to entering Lake Superior, the Montreal River splits into two branches of almost equal size. Between the western and eastern branches existed rich iron ore deposits, so Michigan claimed the western branch as the state boundary. Further it claimed that Chambers and Washington islands in Green Bay belonged to the state. This resulted in many years of controversy with Wisconsin over the disputed claims.

In May of 1927, Wisconsin and Michigan established a temporary boundary commission, and agreed to pursue a resurvey of Mr. Burt's 1846 original survey

line between the headwaters of the Montreal and Brule rivers. The commission entered into a boundary resurvey agreement with Earl G. Harrington, a cadastral engineer, of the U.S. General Land Office September 15, 1928. In addition to resurveying specifications, the agreement stipulated that Mr. Harrington would be paid at the rate of $120 per mile, for the total boundary length of 64.309 miles previously surveyed by Burt in 1846, and that the total resulting cost of $7717.08, would be divided equally in payment by both of the states.

On September 20, 1928, Mr. Harrington commenced the boundary resurvey, at the position previously monumented by Burt for the headwaters of the Montreal River at the juncture of the Pine River and Balsam Creek. He then retraced Burt's boundary line southeasterly to the previously established point in the center of the channel between Middle and South Islands in Lac Vieux Desert. Mr. Harrington then proceeded to retrace Burt's boundary survey from the mouth of the Brule River, at the outlet of Brule Lake, northwesterly to the center point in Lac Vieux Desert. A few of Burt's original corners required restoration. Mr. Harrington completed the boundary resurvey in accordance with its specifications on August 27, 1929 and certified the correctness thereof on July 8, 1930, at Washington, D.C.

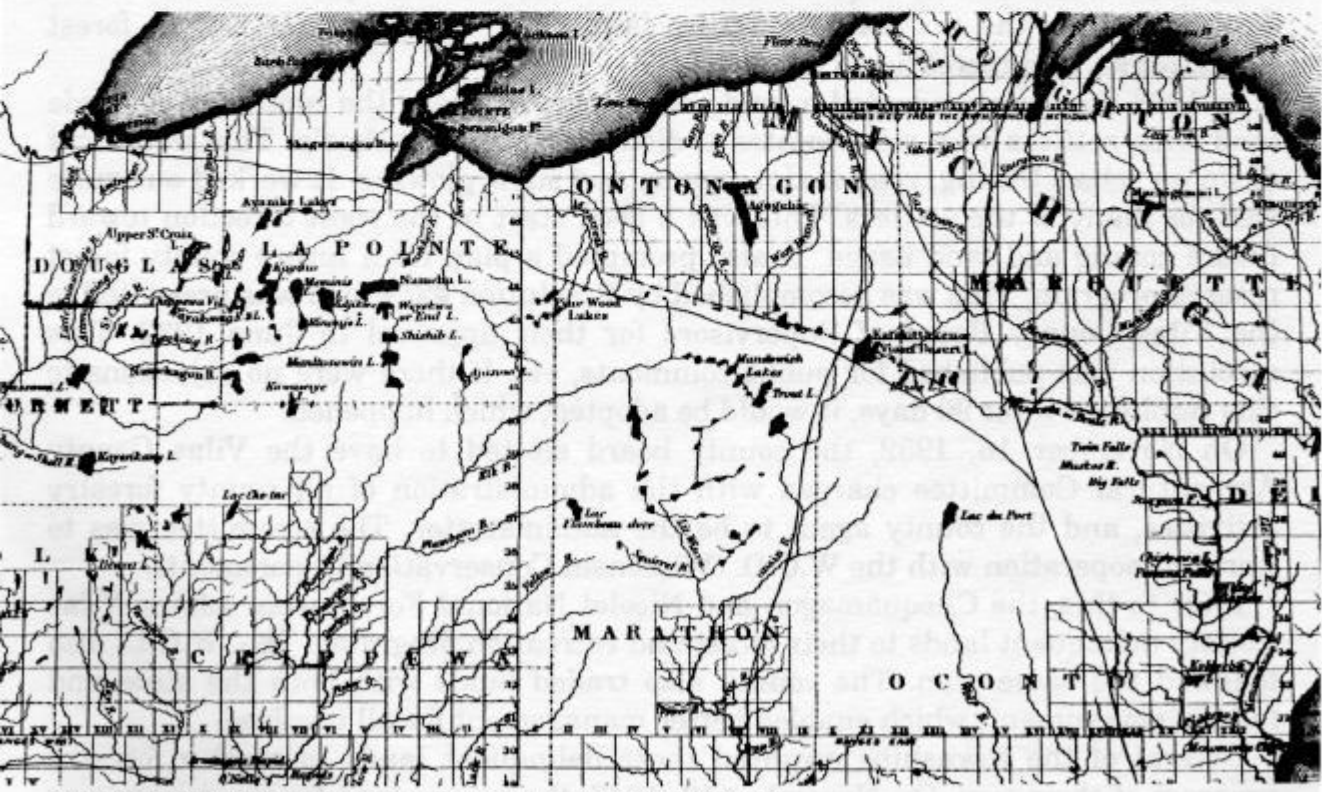
At each recovered half-mile, mile and meander corner position along the boundary line, a standard concrete monument was placed by the resurvey. The monuments were of cast concrete, measuring 26 inches long, 6 inches square at the top and 7.5 inches square at the bottom. At the top of each monument, a metal tablet was affixed and further stamped in accord with agreement specifications. For each established monument, a minimum of two new bearing trees were blazed and scribed for reference purposes. At Mile Corner No. 45+1984.2 feet, a special monument was placed for the purpose of commemorating the boundary resurvey between the states. This monument is presently a historical marker east of Land O' Lakes. During the resurvey, Mr. Harrington had recovered nearly 75 percent of the original monument positions previously established by Burt in 1846. He reported that the original boundary line bearing and distances by Burt, had varied only slightly from that observed or obtained by modern surveying instrumentation. He credited Burt's boundary survey as one of the best of the many original U.S. land surveys.

In January 1931, the joint boundary commission duly accepted and approved the resurvey field notes and maps of Harrington. Although the resurveyed segments of the state boundary were apparently approved by the states, controversy continued between the states with respect to the Montreal River boundary and the islands in Green Bay and the Menominee River. As a result, Michigan filed suit against Wisconsin with the U.S. Supreme Court in 1932. (Case 272 U.S. 398) On November 22, 1936, the court finally ruled that the disputed lands, between eastern and western branches of the Montreal River, as well as Chambers and Washington islands, belonged to the State of Wisconsin. The court further ruled that all islands in the Menominee River above Quinnesee Falls belonged to Michigan, and all islands south of the falls belonged to Wisconsin. The ruling also described the boundary between the states as being the center of the Montreal River from Lake Superior to its headwater point as previously established, thence along the line

surveyed by William A. Burt in 1846, thence along the center of the Brule and Menominee rivers to Green Bay. This is the present boundary.

Historical accounts reveal that both Cram's and Burt's survey parties had encountered much toil and hardship during their respective surveys of the state boundary, including, several encounters with local Chippewa Indians. Unbeknown to Mr. Burt and the U.S. Government, Captain Cram had entered into a treaty with the tribes, including gifts as recompense, for approval to proceed with the survey project. When Mr. Burt encountered a tribe during his boundary survey, he was required to relinquish half of his provisions. And his packers had to return to L'Anse for replenishment, including more gifts. Along the overland boundary route, between the headwaters of the Brule and Montreal Rivers, numerous lakes and swamps were traversed by the survey parties. The surveys also required several packers to transport supplies and equipment between the supply storage camps along the long boundary line route. Canoe travel also required several long portages.

As evidence from the historical accounts, Captain Cram's survey had resulted in a more accurate delineation of the various rivers and other natural features along the boundary route. However, he was unable to complete the survey, apparently due to the inaction of the Congress to decide upon the final boundary description, and to provide additional necessary appropriation. Over 100 miles of route were mapped by Cram. The entire surveying and mapping process, by Captain Cram, Mr. Burt, Mr. Harrington and governmental involvements, required nearly a century to finally resolve the boundary uncertainties and conflicts which ensued.



The Wisconsin-Michigan boundary as shown on Colton's 1855 map.

A Brief History of the Beginning of the Vilas County Forest

By Walter Mayo

By the late 1880s and early 1900s, most of the large old growth pine forests were logged off in Vilas County. The area was left as a tinder box of slash for forest fires that often destroyed everything in its path, including wild life, small stands of timber, sapling and seedlings which would have developed into future forests. The forest floor was burned down to the subsoil. This impeded revegetation of the area for some time.

The few good points were expressed by some of the early settlers, which were the ease of clearing the land, abundance of blueberry crops, and destroying the wood tick population.

Land Sharks, as they were then called, had quite an impact on the settling of this area by people looking for a parcel of land which they could farm. The land agents grabbed up large tracts of land from the lumber companies and sold the land in small parcels, usually 40 acres with a 16' X 24' building on it. These early settlers were given the impression of what good land this was for farming. Some of it was, but the rest was a myth. The people who were fortunate enough to get the good land were successful. Those who were not so lucky, pulled up stakes and left the land go delinquent on the tax rolls.

This is how the county acquired thousands of acres of delinquent tax land which were placed on the tax rolls for future land uses. These became county forest lands, parks, and recreational areas.

In 1928 the county adopted a land zoning plan whereby the county could trade land with settlers who were located a distance from the schools. This would cut down on school busing, road maintenance, and snow plowing. It worked out quite well for many of the settlers. This was a good start in the right direction toward future zoning and land usage. It also prompted a plan for a future county forest reserve program. This was accomplished by Resolution #2, which was presented to the Vilas County Board of Supervisors for their approval in June 1932. This resolution was published for public comments, etc. If there were no objections to this resolution after 90 days, it would be adopted, which happened.

On November 16, 1932, the county board elected to have the Vilas County Agricultural Committee charged with the administration of all county forestry activities, and the county agent to be the administrator. The committee was to work in cooperation with the W.C.D. (Wisconsin Conservation Department).

Prior to this, the Chequamagon and Nicolet National Forest were adding Vilas County delinquent lands to their forest and recreation programs. The W.C.D. also followed the same plan. The county also traded lands with both the state and federal government, which enabled better management for all involved.

Several of the townships acquired these delinquent lands to start a forestry program of their own. On November 12, 1947, the zoning map for the county was initiated, and the forestry and recreation zones were mapped out. This master

plan showed all lands owned by federal, the state, and land commission entities, as well as Vilas County forest crop land, county reserve lands, and paper company lands. Resolution #2 finalized this map on February 28, 1948.

The first tree planting on the county forest started in the Conover area in 1932. A D.4 Cat was rented from the town of Washington, and a fire plow was used to make a furrow to hand plant the jack pine seedlings. Jack pine was readily available for planting, and was a good species to plant in this sandy area. Later on, Vilas, Oneida, and Iron counties bought a tree planter which was used by the three counties, under a tri-county program. Later, around the 1950s, the county bought a tree planter of their own which was steadily used each spring and fall. The county would rent out the planter on a per day use to people who wanted to do some planting on their private holdings. This practice really added to the development of hundreds of acres of private forests.

Vilas County's forest lands, both forest crop and county reserve lands, with good management, have been very productive as these early plantings developed. Now the sites are being replanted after each harvest. Due to a good state fire protection program, forest fires have been kept to a minimum.

The Cultural History of Sylvania

By Bonnie Peacock
Director, Sylvania Visitor Center

People have been visiting Sylvania for a very long lime. Once they discover the area, many keep returning as if drawn by some silent force. Perhaps John Muir explained why: "The clearest way to the Universe is through a forest wilderness." After just a glimpse into this forest wilderness, for some there is the urge to look again and again.

Along one of the lake shores evidence has been found that Sylvania had visitors a long time ago. Remains of an early Indian site has been discovered that contains bits of pottery and debris from the making of flint tools. The site has been dated to the Lakes Phase of the Early Woodland Period, which places it between 600 A.D. and 1400 A.D. Cultural sites from this time period vary greatly in size and abundance of artifacts. Some of the sites appear to have been occupied for a long time, while others indicate only a brief stay. These temporary camps would have been used for hunting, fishing, and gathering things like wild rice and maple sugar in season. Although just one site of this type has been recorded, it is likely that the area contains others. Very little archaeological research has been done, and in a relatively undisturbed area like Sylvania, the cultural information is still intact.

From the time of the early Indian occupation until the late 1800s, little is known about the cultural history. This region, including Sylvania, continued to provide hunting and fishing for Native Americans, and for the explorers and surveyors who passed this way. Then in the late 1800s the railroad began bringing greater numbers of people to the northwoods.

In 1895, Albert D. Johnston, a native of Wisconsin who had spent a few years cruising timber in the Watersmeet area, purchased eighty acres on the south end of Clark Lake, extending over to Loon Lake. His reason for the purchase was to cut the timber on the land. However, on his first visit to the property, he decided it was too beautiful to log and chose instead to build his home there. It became the first building to be erected on what is now called Sylvania, and he named the log home "Trossachs" – from the poem, "Lady of the Lake," by Robert Burns.

Johnston invited three friends, W. E. Corey, James Cayley, and T. F. Cole, who all worked for the Oliver Mining Company of Ironwood, to Trossachs for a hunting and fishing trip shortly after he completed his home. The men were so impressed with the area and its fishing and hunting opportunities that, before they left, they asked Johnston to purchase the remainder of the township for them, which he did. Corey, Gayley, and Cole soon became part of the newly formed United States Steel Corporation, and invited four other men from the corporation to join them in purchasing the property. O. C. Davidson, D. G. Kerr, Thomas Morrison, and D. M. Clemson entered into the purchase of the land with Corey, Gayley, and Cole. These seven men called themselves the "Sylvania Club." Most of the land was owned jointly, with each man having an equal percentage of shares. Johnston retained his acreage, and at least one other individual, T. A. Kelly, owned a point

of land on the shore of Clark Lake that was surrounded by Sylvania Club lands. These people were apparently welcome, and often performed the duties of fishing and hunting guides for the visiting members of the club.

In 1900, the club built the first lodge at the south end of Clark Lake, not far from the Trossachs. Each member took his turn using the lodge, but apparently there was some inconvenience in this, because soon a second lodge was built just to the east of the first. Guard cabins and caretakers dwellings were also constructed in the early 1900s. The Johnston family continued to live in Sylvania, and their children attended school there, taught by Marie McDonald who traveled from Watersmeet each day.

One day in 1922, Johnston took his grandson John Rupp and some others to Ironwood in order that they might have a train ride. They were to ride from Ironwood back to the Sylvania spur, where Johnston was to pick them up in his Model T and return together to the Trossachs. While driving back Johnston's Model T overturned and he was killed. Shortly after this Mrs. Johnston sold her shares (and the Trossachs) to the Sylvania Club as she did not wish to remain there any longer. After that the Trossachs was used to house workmen while they built a lodge for William Thompson and later as a place to repair boats.

William Boyce Thompson, a wealthy man from Colorado, was a frequent visitor to the area in the early days and purchased shares in the club after some of the original members had dropped out. Thompson loved the woods, and enjoyed riding horseback on trails throughout Sylvania. He was very obese, which must have given him some distress, because he underwent surgery to have some of the fat removed. It was during this operation that his spinal cord was inadvertently severed, which left him an invalid in a wheel chair. He still attempted to travel the trails in Sylvania on horseback, and had special trails built to the stables that he could manage with a wheelchair.

By 1923, Thompson had purchased the majority of Sylvania's ownership shares, and W. E. Corey, one of the original seven, owned the remainder of the property.

The "Roaring 20s" were felt in Sylvania, and colorful stories of that era persist locally even now. Prohibition may have been in effect, but it didn't seem to change the life-style of the wealthy Sylvania Club members. The owners of Sylvania had the reputation for enjoying their booze, regardless of the law. For a time Sylvania seemed to be a place for parties, drinking, and gambling out of reach of the law. The large island near the south end of Clark Lake (near the complex of lodges) is still called "Whiskey Island" and is reputed to be where train car loads of the forbidden liquid were stored. Evidence gives credibility to this story as remains of bottles and the tin liquor containers of that time have been found on the island. On at least one occasion Sylvania's owners got very upset when they found much of their alcohol was missing – spirited off by locals, no doubt. Perhaps the same locals who had been hired to haul the liquor to the island and hide it in the first place.

Local people were hired to perform a variety of jobs for Sylvania's owners. Caretakers, guides, and cooks were happy to work for the wealthy owners at a time when little work was available. During this time period a cast iron statue of a



Hunting in Sylvania's early days. (Courtesy Grace Vantwoud)



Front view of Thompson Lodge as it faced Clark Lake. (Courtesy U.S. Forest Service)

deer, called the "Iron Duke," was placed along a trail in a thicket for the purpose of fooling certain guests. It is said that many would-be deer slayers emptied their rifles at the poor old statue.

The beginning of the 1930s saw a return to a more peaceful way of life in Sylvania. Of the seven original club members, only Corey still owned shares, but now his interests drew him elsewhere and he sold his shares (approximately one quarter) to C. M. Christiansen of Phelps, Wisconsin. The remaining shares were held by Thompson.

In 1930, Thompson began building one of the biggest log "cabins" in the area. He hired master craftsmen and had hand-picked Western Red Cedar logs brought in for the project. The logs were brought by rail to the Sylvania spur, then hauled down the main gravel road to the building site. By the time these long logs reached the end of the road, a foot or more of their original length was worn off from dragging. Horses with drag lines and "slusher buckets" dug the huge basement for the lodge. Each log was hand hewn into an oval shape and fitted into place in a Scandinavian method of log construction. The architect was P. M. Olsen from Duluth, Minnesota, and the building was of Swiss Chalet design. On a hill overlooking Clark Lake the lodge took shape. The workmen fitted the logs together precisely, and in a good day shaped and placed two logs onto the structure. The lodge was 212 feet in length, and varied in width from twenty-two feet to thirty-eight feet. One end of the lodge was to have been Thompson's personal quarters, with everything all on one level, to accommodate his wheelchair. The other end of the lodge was three stories high, would have housed the servants, the main kitchen, laundry, and walk-in cooler for meat storage! Most of the central portion contained guest rooms, a central dining room, and a trophy room in which fishing and hunting trophies could have been displayed. But Thompson died during the summer of 1930 and never saw the lodge completed. His daughter and her husband, Anthony Drexel Biddle, Jr., took over the project and had the building finished. They changed the area that was to have been Thompson's personal quarters into an indoor tennis court. The beautiful log lodge was completed in the fall of 1930, but it was destined to remain empty. As the Biddles were preparing to occupy the lodge, Mr. Biddle was appointed ambassador to Norway, so they moved abroad. The Biddles retained ownership for a time, but from Norway they moved to Poland where Mr. Biddle again served as ambassador, and they never returned to Sylvania. During the years that followed, the caretakers kept the main structure in repair, but the only real use of the lodge was the storage of feed for the turkeys that the caretakers raised.

Incidentally, it did prove to be a marvelous place for the caretaker's children and their friends to play. Several stairways, leading to the various levels and divisions of the lodge, sixteen bedrooms, thirteen fireplaces, the indoor gymnasium, laundry tubs so big you could fit inside, and even the visiting bats made the lodge an exciting place. After forty years, the brass ball-bearing hinges on the heavy carved wood doors operated smoothly and silently. The area's biggest log cabin was a real work of art; admired by many, lived in by none.

At the same time Thompson's lodge was being constructed, a smaller log building just to the south was also built. It was of the same materials and design, measuring fifty-four feet by thirty-five feet. This was built originally for Thompson's daughter, but due to the circumstances was never occupied on its original site. Referred to as Thompson's guesthouse, the smaller log building has recently been moved to a location outside of Sylvania and reconstructed by D. Robert Hakala and his family. After much time and painstaking effort, Hakalas have a lovely log home on the shore of Fish Hawk Lake, about ten miles from its original location.

About ten years after Thompson's death the Fisher family of Detroit purchased his shares in the club property. During this period fishing and hunting once again became the primary activities. In fact, some rather famous men with a love for fishing and wanting a place to "get away from it all" were visitors to Sylvania. The most noted was President Dwight D. Eisenhower, who fished Sylvania's lakes both during his time in office and later. The fishing was considered so good the guides remarked that Ike had to stand behind a tree in order to bait his hook. Ike's brothers accompanied him on some of the trips to Sylvania, and when fishing wasn't so good (or maybe they just got tired of hauling them in) they would drive to nearby Land O' Lakes, Wisconsin for 18 holes of golf on the Gateway Golf Course.

Arthur Godfrey, Dennis Day, Bing Crosby, and Lawrence Welk were among the well-known entertainers who visited the area. Bing Crosby honored the local people of Watersmeet one Sunday morning by singing in the Catholic church. The caretakers' wives, who also did the cooking for the guests, had a favorite among these men, Lawrence Welk. It seems after the evening meal, he would always show up in the kitchen ready to help with the dishes!

Fishing was of prime importance to Sylvania's owners, so the caretakers' job also involved fisheries management. Among the things they did to insure good fishing was to manage the habitat. By cutting a tree here and there along the shore of a lake and felling it into the water (much like a beaver would), they provided a base for food for fish and sheltered areas that those lunker fish particularly like to lurk in. Thus, good places to fish for those trophy bass were provided. The caretakers also brought in fish and released them into the lakes, hoping to create better fishing, and in some cases, introduce a new species. This is how lake trout came to be in Clark and High Lakes. Some of the plantings were not so successful, but the owners worked hard at managing the fisheries. The abundant smallmouth bass are native here, and is the reason the area had such appeal to the fishermen, both those that were invited and those that were not. Trespassing became a real problem, and at times the caretakers had to be rather aggressive in defending the property. It is known that the caretakers possessed guns, and on occasions shots were fired, but no one was ever injured. Being shot at was enough deterrent for some, but not all, and the lure of the forbidden fish was just more than some could resist. If a fisherman would sneak in, fish for a while, and do so in a quiet manner, he was generally not bothered.

Throughout the 1940s and 1950s ownership of Sylvania remained constant:

C. M. Christiansen held one-quarter, and Lawrence Fisher held the remaining three-quarters. In the early 1960s, following the death of both these men, Sylvania was offered for sale.

The United States Forest Service was asked by members of the Michigan Congressional delegation to study possible acquisition of the land. The Michigan Conservation Commission resolved that purchase of Sylvania by the Forest Service would best serve the public interest. Those that appraised the area found it was valuable in many ways. A large block of virgin timber with so many lakes was a rare commodity and worthy of special attention.

Sylvania was the first major purchase as a result of the Land and Water Conservation Fund Act. This Act of Congress was required to purchase this beautiful recreation area. The purchase was completed in 1966 at a cost of $5,740,000. The area was first opened to the public in 1967, and in September of that year, Lady Bird Johnson came to Sylvania to officially dedicate the area to all Americans. A plaque commemorating her visit and the dedication is located at the beach and picnic area on the north end of Clark Lake.

From the beginning of its involvement, the United States Forest Service realized the uniqueness of the area and provided for its protection. Managed as a special recreation area, with restrictions on such things as motorized travel, the characteristics that make Sylvania special have been preserved.

The various buildings constructed in Sylvania over the previous years presented some problems – both for maintenance and function – so the decision was made to remove then. Some were destroyed, while others were sold to the highest bidder, under the terms that they were to be removed. One such building was the Thompson guest house that has since been reconstructed by the Hakalas. It is the only building that was successfully moved and kept intact. Thompson's beautiful lodge was also sold, and was partly dismantled when it caught fire and burned. Living in that lodge was not meant to be.

Today as you visit Sylvania's interior, you will see miles of shoreline without a pier, boathouse, or other man-made structure – a rare sight in the Upper Great Lakes today. All evidence of buildings having been present is gradually disappearing. A few small clearings remain where some of the larger lodges were located, but if you were not aware of their significance, you would probably not even notice them. They do, however, make nice picnic spots. The roads that were used by the former owners are hiking or cross-country ski trails now, and most would be considered impassable by any other means. It is hard to imagine that up until the early 1960s the Watersmeet School bus traveled to the south end of Clark Lake twice a day to pick up and deliver the caretaker's children.

After in-depth studies by the United States Forest Service, a special management plan was developed for Sylvania, one that would preserve its character and yet allow the public to enjoy the area. Several thousand people visit Sylvania each year and many of those return often.

A system of portage trails has been developed that connects all the major lakes and many of the smaller ones as well. Campsites are located around the lakes that

are only accessible by canoe or hiking trail. A drive-in campground with forty-eight units is available for summer use near Clark Lake on the north edge of the area. While the majority of visitors come during the summer season, the area is open and well suited to all-season use.

Camping in the silent beauty of winter can open up a new world to those who learn how to handle the winter elements. A warm sleeping bag, a snow shelter, plenty of high energy food, and warm companionship can all contribute to a great experience.

Summer happens to be the time when most people camp , and it offers a respite from today's pressures as well. Take a moment – rest under an old hemlock – watch the sun slowly sinking into the lake – a loon wails softly in the distance. Returning to the tent the ground feels soft and warm beneath you. No street lights or traffic to interfere with sleep out here, just the soft night sounds of the woods.

When the sun rises and the pace picks up, for some fun and excitement, cast a tempting lure out on the water, then spend the next twenty minutes in a contest with one of those lunker bass! When the contest is over, and the fish is released back into the deep, clear water, relax awhile on the sandy shore. Swimming and snorkeling here is great – the transparency of the water makes the view terrific. From the thrill of seeing wildlife in its native habitat, – to finding a rare wild orchid, many outdoor opportunities are waiting in Sylvania. This beautiful, exclusive playground is now yours and beckons to be enjoyed.



Snap Jack Lake showing "King's Lodge" area, where President Eisenhower stayed. (Courtesy U.S. Forest Service)

Early Wisconsin Forestry: The Trout Lake Nursery and Star Lake Plantation

By Don Bur
Forester, Northern Highland State Forest

The first comprehensive forestry law of Wisconsin was enacted in 1903, and provided for a Forestry Commission of five members. Its powers included the appointment of a state forester, whose professional qualification required certification by the U.S. Secretary of Agriculture. That appointment went to E. M. Griffith, who reported for duty on February 1, 1904, at an annual salary of $2500 and an appropriation of $3000.

One of Mr. Griffith's first major efforts on behalf of Wisconsin forestry was the establishment of the state forest reserves. Among his other duties was to appoint fire wardens and to examine some 40,000 acres of trust fund lands (lands still held in public ownership from the time of Statehood). The forestry law of 1903, required that these lands be examined and those found to be more valuable for forestry than other purposes were to be held as a forest reserve. The idea of extensive public ownership of potentially valuable forest land began to take shape.

Land acquisition was begun and a state ownership of approximately 2,000,000 acres was envisioned in the mid-northern counties. Much cutover land, including lake frontage, was purchased at an average of $2.50 per acre. These early purchases were really the beginning of what we now call the state forests. As a result of this action the people of Wisconsin now have access to several hundred miles of excellent lake frontage .

The fight over land use was also very significant in those early years of Wisconsin forestry. Opposition to the new forestry program was gaining ground especially by land companies who wanted to sell cutover land to settlers. Forest fire control and forest planting were criticized as useless and impossible activities. From the beginning Mr. Griffith, with his experience of observing forestry in Europe, was convinced that the practice of sound forestry was a good investment for Wisconsin's future. He argued very strongly against clearing poor sandy forest land for settlers to farm as he predicted they would suffer great hardships and be unable to make a decent living. His prediction that Wisconsin's forestry program would help to build a highly profitable recreation program was answered with the charge that he was trying to prevent poor settlers from developing farms and making the area a playground for rich people from Chicago.

Fire control was of utmost importance to our first state forester as he also served as the state fire warden. However, it was definitely not shared by many in those early years. Land was for farming and fires were only bad when they burned buildings or haystacks. The people were convinced that the agricultural land use pattern of the south would be extended to northern Wisconsin and that farming would prosper. A common expression was why waste the taxpayer's money fighting little "brush fires". These comments were made even after the disastrous fires of 1908 where fires occurred in all of the thirty-two counties of northern Wisconsin.

In his first report as the Chief State Forester, Griffith postponed a reforestation program until land ownership could be consolidated, fire lines cleared and rangers regularly employed. In his third report his plans included the establishment of a forestry headquarters at Trout Lake, along with a forest nursery. In March 1911, a civil service examination was held in Rhinelander to hire the first staff of rangers. Among those applying was a young forestry student named Fred Wilson from Michigan Agricultural College (now Michigan State University). He was hired as the only forester for $60.00 per month. When Mr. Wilson arrived at Trout Lake the logging slash had been piled and burned to clear the way for the building and nursery. A fire lane had also been cleared along the strip of pine adjacent to Trout Lake and a cook shanty had been constructed. According to Mr. Wilson, most of the men slept in tents and ate in the cook shanty until the main building was finished.

The main building contained a living quarters and an office for the assistant state forester, a men's dormitory, and a large kitchen with two dining rooms. It was ready for occupancy in October before it was too cold for sleeping in tents. This unique building of log construction on a stone foundation was commonly referred to as the Statehouse. It served as the headquarters for Forestry and Conservation for many years until sometime in the 1950s. For reasons unknown to me this famous landmark was taken down in the mid 1960s.

During the fall of 1910, pine cones were collected from tree tops of the logging operations of the Yawkey-Bissell Lumber Company. Seeds were then extracted from these cones to produce the first trees for the nursery at Trout Lake. Two years later 2-year old red and white pine seedlings were dug up by students (technicians) for planting in the Star Lake demonstration plot and other areas. These students also assisted in the planting of the trees at Star Lake.

At the same time that the Star Lake plantation was established, Mr. Griffith was also interested in other silvicultural study plantings. Extending eastward from Little John Lake along what is now Vilas County Highway N for a distance of 5 chains (330 feet) on each side of the highway, a combination of red and Scotch pine were planted. Because Scotch pine seed was readily available from German dealers and the amount of native red pine seed was limited, Mr. Griffith's idea was to use the Scotch pine as "fillers" to be removed in future thinnings resulting eventually in a pure stand of native red pine. Another reason for these plantings was roadside beautification as this was a very important "tote" road at that time.

Trout Lake was also the scene of the first use anywhere of aircraft for detecting forest fires. In the spring of 1915 Griffith set out to explore the airplane's potential for forest fire control. A young aviation enthusiast named "Jack" Vilas shipped the components of his Curtis Flying Boat by freight to Woodruff and then hauled them by wagons to Trout Lake for assembly. Mr. Griffith, with "Jack" Vilas as pilot, became the first professional forester to detect fires from an airplane. The original certificate is filed in the archives section of the Wisconsin State Historical Library at Madison.

Griffith's first forestry plan in 1913 included a demonstration plantation on the peninsula extending westward into Star Lake. This site was chosen as it was

largely surrounded by water and with the nearby ranger station it offered a minimum hazard from forest fires that were so prevalent then.

During the previous years of the Star Lake sawmill, a fence had been built across the base of the peninsula to pasture company work horses on Sundays. Although Star Lake had become a ghost town with the closure of the sawmill, the fence was still there. Because the planting site had been a horse pasture it was mostly covered with bluegrass sod. An area about 18 inches square was scalped away by grub hoes and the small seedlings were then hand planted under the supervision of Fred G. Wilson.

What species of trees should be planted in this demonstration forest?

After some discussion, Mr. Griffith decided to plant mostly the native red and white pine. Scotch pine were planted towards the east (near the present parking lot). Scotch pine was a successful European species and Mr. Griffith wanted a quick showing as he knew that many would be quick to ridicule his plantings and point out any failures. The big movement at that time was to get the trees out of the way and clear the land for farming. Some ponderosa pine from the West was also chosen for experimentation as Griffith had spent some time in the Black Hills before coming to Wisconsin.

Following the establishment of the Star Lake plantation, Mr. Griffith's concluding statement read: "A permanent accurate record at this plantation will be kept and it should prove a very valuable guide to all future tree planters of northern Wisconsin." This record has been kept and Mr. Fred G. Wilson who supervised the original planting was also very much involved in later drawing up a management plan for this study area.

A thinning would soon be needed to increase the growth and vigor of the remaining trees as one of the first steps in the long range management of this plantation. How was this to be done? There was certainly only a very little information readily available. After studying forest management procedures in Europe, Mr. Wilson arrived at his concept of thinning. This concept was based on the relationship of tree spacing to the height of the dominant trees. Fred firmly believed that the distance between the remaining trees should be 20-25 percent of the total height of the dominant trees and he stuck with this concept as long as he lived.

The first thinning was conducted in 1943, when the stand was thirty-two years of age, at which time one-third of the total number of stems were removed. According to Mr. Wilson's report entitled "Thinning as an Orderly Discipline" that he had published in the August 1979 issue of the ***Journal of Forestry***, this left a spacing of 20.6 percent of height and that guide was also used in the seven thinnings that followed. It was also Fred's contention that eight feet of additional height appeared to be the appropriate time between thinning intervals. In 1954, at the time of the third thinning, 100 crop trees were selected per acre and pruned to a height of 34 feet. To my knowledge the pruning was all done by hand from a ladder by Mr. Wilson himself, who was always very proud of his plantation.

Today, you can observe for yourself the significant and not so significant differences between the managed area (thinned seven times) and the unmanaged area.

Minutes of
Annual Business Meeting of Members

The meeting was convened by President Sohasky at 8:50 P.M. with approximately seventeen members and guests present. Due to the lateness of the hour, a reading of the minutes of the 1991 annual meeting were dispensed with and approved as published in the 1991 annual PROCEEDINGS.

President Sohasky presented his annual report, reviewing the activities of the Association and its several committees. He stressed the need for recruiting new members due to the attrition by deaths and drop-outs. His full report is appended to these minutes.

Secretary-Treasurer Fixmer then presented his annual financial report without detail due to the time limitations. His full report is also appended to these minutes. He pointed out that although the fiscal year ended with a deficit of $882.00, our accumulated reserve of unrestricted cash assets covered it and that we are still quite solvent. He also acknowledged the numerous donations made to the various capital funds, which now total over $30,000.00 . The Secretary concluded his report with the announcement that he will retire from his office at the expiration of his term in 1993 and stressed that it will be incumbent on the Board and the general membership to begin the search for a successor.

By proper motion and second, approval was voiced of the past year's actions of the Board of Directors and its officers.

The Nominating Committee's report was then given by its chairman, Don Lambrecht. The slate of nominees consisted of Tom Albrecht, Karl Baumann, Eugene Harm, Mike Sohasky and Jacque Vallier. On motion and second to close further nominations and to have the Secretary cast a unanimous ballot for those named, approval was voiced to elect those named to two-year directorships.

The open-floor discussion consisted primarily of the advisability of making a printout of the Association's computerized membership roster available to members at a reasonable cost. On proper motion and second, approval was voiced to make such lists available for personal use only, and not to be re-sold to any commercial enterprise.

The meeting was declared adjourned at 9:15 P.M.

Frank N. Fixmer
Secretary

Citation For Distinguished Service Award - 1992
Wisconsin's C.C.C. Museum

In April, 1933, Congress authorized the establishment of a Civilian Conservation Corps, a federal program designed to provide employment for millions of young men, 18 to 25 years old, who had no jobs and no future. Thus began a unique era in forest history which lasted until 1942. Those nine years saw prodigious advances and accomplishments in reforestation, soil conservation, forest protection, flood control, recreational improvements and wildlife habitat restoration.

The record of those accomplishments in Wisconsin was in danger of being lost, or mostly forgotten with the passage of time, until a group of former C.C.C.'ers, organized as Wisconsin Chapter #23 of the National Association of Civilian Conservation Corps Alumni (NACCA), decided that record was worthy of being preserved. In 1981, under the leadership of the late Ken Elliott, then president of the Wisconsin alumni group, they undertook the task of building a museum for that purpose at Rhinelander. Two years later the museum became a reality and was officially dedicated in a special ceremony that followed the first national convention of C.C.C. alumni, which was held in Eagle River.

The Wisconsin C.C.C. Museum is a monument to the accomplishments of the 66,000 young men who served in fifty-four camps scattered throughout the state during the nine years of the program's existence. It contains hundreds of photographs, mementos, and tools displayed amidst mini-replicas of the dormitories, mess halls, recreational facilities and other improvements that typified their lifestyle of those times. In essence, it provides a capsulized history of a program that enriched not only the lives of its participants, but also left a legacy of dedicated land stewardship, evidence of which we can still see in most parts of the state.

The Forest History Association of Wisconsin is extremely pleased to recognize Wisconsin Chapter #23 and its unique museum for its dedicated efforts to preserve the record of an extraordinary period in the restoration of Wisconsin's forests.

Citation for Distinguished Service Award - 1992
James P. Kaysen

Jim Kaysen earned his degree in civil engineering at the University of Wisconsin-Madison in 1933. His professional career started as a truck-trail locator in a C.C.C. camp in Forest County because no other jobs were available that year because of the Great Depression. Later Jim worked eighteen years with the Milwaukee Road, during which time he acquired an intense interest in the history of Wisconsin's railroads. In pursuing that interest, Jim travelled extensively, researching on the ground the abandoned locations of railroads and their many branches and spurs. He also carried on voluminous correspondence with a host of people who had knowledge of them in order to verify and document their history. No detail was too insignificant for him to record.

Among Jim's many research projects was that of locating on U.S. Geological Survey quadrangle sheets the locations of railroad trackage that existed up to the 1930s. At one stage of that research, he wrote in a letter to me, "I don't have enough time really to devote to it. I think I need an injection of hot apple sauce!" Apparently he took that prescription and, in due course, he completed the most extensive register of logging railroads in Wisconsin. It listed over 200 logging railroads and the counties in which they had operated. That list was appended to Larry Easton's paper on Wisconsin railroad locomotives, which was presented at our Association's annual meeting just last year.

Jim is not noted as an author; he preferred to explore and provide his findings to others who had greater talent for publishing. In 1978, however, he was induced to prepare and present a paper on the subject of "Railroad Logging in Wisconsin" at our Association's third annual meeting. That scholarly and comprehensive work aptly summarized his many years of research and was published in the "Proceedings" of that meeting.

At the time of that presentation, Jim concluded with the comment that "all that remains of logging railroads are the old grades seemingly wandering aimlessly through the second-growth (forests) . . . they offer a challenge to curious-minded adventurers seeking to follow the old iron trail." Fortunately for our Association and all forest history enthusiasts, Jim Kaysen has been one of those "curious-minded adventurers." So in recognition of his life-long dedication to the preservation of Wisconsin railroad history, we take utmost pleasure in recognizing his contributions to the record of that important era in the state's forest history.

Annual Report of Secretary-Treasurer

The much talked about recession of the past couple of years finally caught up to our Association during the fiscal year 1991-92. That fact, coupled with some unforeseen higher costs of operation, resulted in our "Bottom Line" showing a deficit of $882.00. Fortunately, our accumulated reserve of unrestricted funds was able to take care of that operating loss and I am happy to report that we still are comfortably solvent.

I won't take the time to go over our financial statement in detail unless you have some specific questions; there are copies at hand for those who may want one. Also, the full report will be published in the "Proceedings" of this meeting.

I do, however, wish to acknowledge the receipt of numerous donations to both our current operating costs and to our several special capital funds. These include $593.00 to the general capital fund, $464.00 to the F. G. Wilson Memorial Fund, and $244.00 to the Student Scholarship Fund. These capital fund contributions increased the total of all such restricted use assets to slightly over $30,000.000. As we have emphasized in the past, only the investment income from these funds is used for operating purposes. So, thank you all for your generosity. Some day, hopefully, the $50,000.00 level will be reached and dues increases will become unnecessary!

With regard to the status of our membership, on the plus side, we enrolled thirteen new individuals and three new corporations. That helped to make up for the nine members who apparently lost interest in our Association, failed to pay the dues and were dropped from the roster. That, incidentally, was the lowest number of "drop-outs" we have ever had in one year. On the other hand, our total membership in all categories continues to be relatively static, varying in the range of 235 to 245 most of the year. Again, I must emphasize that the viability of our Association depends on membership growth. To adequately fund our publishing efforts – modest as they are – will require many more dues-paying members. Mail solicitations have not been productive at all in the past; one-on-one contacts are needed and the cooperation of all members in that regard is essential.

In conclusion, I want all of you to know that I have enjoyed all seventeen years of my service as your secretary and treasurer. They have been rather demanding at times, even arduous, but always interesting. The rewards have not been financial - unless an average of about 75¢ per hour is considered rewarding! Rather, the rewards have been in the friendships developed over the years with many Association members, the insights gained into the value of history preservation, and the new knowledge of many aspects of forest history acquired in the process.

There comes a time, however, when one finds it necessary to consider other priorities. Next June I will be 80 years old. That milestone will be an appropriate time to retire from the duties of secretary-treasurer and turn the job over to a younger and more energetic successor.

Forest History Association of Wisconsin
Operating Statement 7-1-91 thru 6-30-92

OPERATING INCOME			
Membership Dues			3,283.00
Donations -	Unrestricted		144.00
Sales -	Publications	357.13	
	Auction	482.50	
	Other	61.00	
			900.63
Annual Meeting			709.00
Investment Income -			1,712.95
			2,754.23
	TOTAL OPERATING INCOME		6,749.58
OPERATING DISBURSEMENTS			
Postage, permits, labels			819.51
Stationery and office supplies			378.86
Publishing -	"Chips & Sawdust"	563.74	
	"Proceedings"	2,681.20	
			3,244.94
Membership Promotion/Retention			216.90
Annual Meeting			774.20
Distinguished Service Awards			145.88
Donations			300.00
Student Scholarship Award			300.00
Cost of Sales			61.69
Exhibit Supplies/Photos			332.75
Administration -	Services	500.00	
	Travel	244.75	
	Telephone	20.15	
	Office Miscellaneous	50.00	
	Insurance	121.00	
			935.90
Miscellaneous -			120.83
	TOTAL OPERATING DISBURSEMENTS		7631.46
NET OPERATING GAIN or (LOSS)			(881.88)

Back Issues of Proceedings

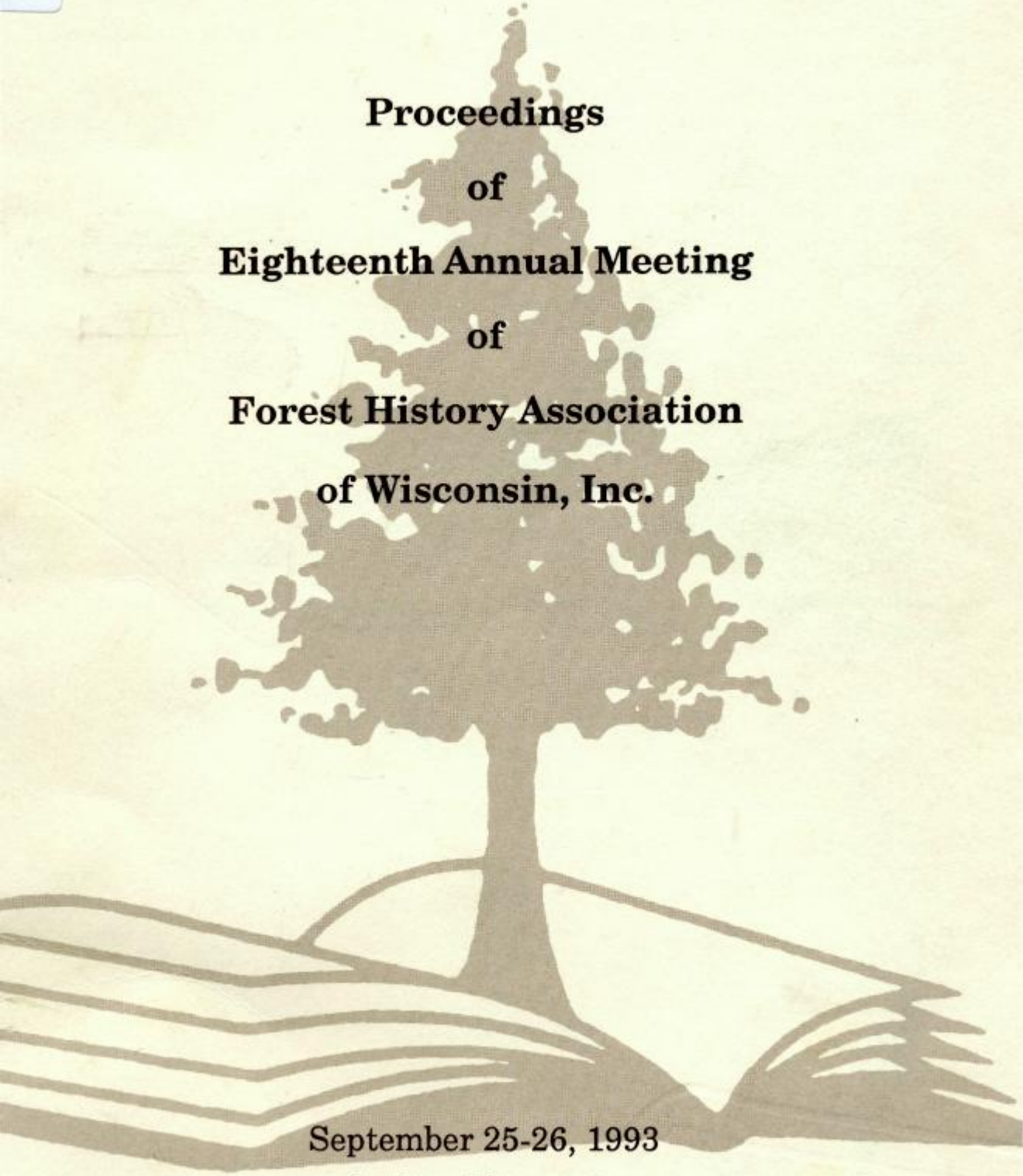
(Prices Indicated Are Postpaid)



- **3rd Annual Proceedings** - 1978 - $2.00
  "Tanneries and the Hemlock Bark Industry"; "Railroad Logging in Wisconsin"
  "Pulpwood Rafting on Lake Superior"
- **4th Annual Proceedings** - 1979 - $2.00
  "The Northern Wisconsin Settler Relocation Project"; "The Development of the Wisconsin Paper Industry"
  "The Menominee River Boom Company"
- **6th Annual Proceedings** - 1981 - $2.00
  "History of Logging on the Menominee Indian Reservation"
  "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982 - $3.00
  "The Apostle Islands and the Lumbering Frontier"; "History of Logging in Vilas County, WI"
- **8th Annual Proceedings** - 1983 - $3.00
  "History of Log Transportation in Wisconsin"; "The Last Logging Railroad Operation in Wisconsin"
  "The Civilian Conservation Corps"
- **9th Annual Proceedings** - 1984 - $4.00
  "Footprints in the Forest - What the Loggers Left Behind"
  "Drummond, WI - Rust-Owens Company Town"
- **10th Annual Proceedings** - 1985 - $5.00
  "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 - $5.00
  "Historic Chippewa Falls, WI"; "Women Came to the Woods"; "Eau Claire and the Lumber Industry"
- **13th Annual Proceedings** - 1988 - $5.00
  "Logging and Early Shawano"; "Tigerton Lumber Company 1887 - 1987: The First Hundred Years";
  "Oshkosh: The Rise and Decline of a Lumber Center"
- **14th Annual Proceedings** - 1989 - $5.00
  "Salvaging Deadheads on the Menominee River"
  "The Boom and Bust of Peshtigo Harbor"
  "From Pine to Hardwood . . ."
- **15th Annual Proceedings** - 1990 - $5.00
  "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 - $5.00
  "Wisconsin's Logging Locomotives"; "Round Lake Logging Dam";
  "Evolution of the Modern Logging Truck"

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 Frank Fixmer, Secretary-Treasurer, F.H.A.W., 403 McIndoe Street, Wausau, WI 54401.

ARCHAEOLOGY AND FOREST HISTORY"



Proceedings

of

Eighteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

September 25-26, 1993

Antigo, 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 Forest History Association of Wisconsin, Inc., 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 1993-1994 are: Eugene Harm, president; Don Lambrecht, vice-president; Frank N. Fixmer, secretary-treasurer; Jacques D. Vallier, Thomas Albrecht, Karl Baumann, Mike Sohasky, Randall Rohe, and Forest Stearns.

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

History of the Nicolet National Forest
Some Historic Events in Wisconsin Logging
Some Events in Wisconsin Forest History
Bibliography of Wisconsin Forest History
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 54401



The Print Shop, Wisconsin Rapids, WI 1994

Proceedings

of

Eighteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

THE STATE HISTORICAL SOCIETY OF WISCONSIN
sbs
1846

September 25-26, 1993

Antigo, Wisconsin



Founded 1975

"The past is but prologue to the future"

W8
F67
18th

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Foreword

The following text comprises the official transactions conducted, and the written papers presented, at the eighteenth annual meeting of the Forest History Association of Wisconsin on September 25-26, 1993, at the Cutlass Motor Lodge, Antigo, Wisconsin.

At first glance one might wonder why the Forest History Association of Wisconsin whose obvious focus is on history, particularly that of the Wisconsin lumber era, would center its annual meeting on archaeology. Historians, however, have not conducted exhaustive studies of Wisconsin's lumber era. Moreover, oral and historical documentation provide only a partial record of what transpired during this period of history. Archaeology with its potential to provide description of little documented social groups, activities, and processes can fill in the gaps. So since archaeology adds to our body of knowledge on the lumber era, it was a very appropriate theme for our annual meeting.

In fact, in the last ten years there has been growing interdisciplinary research on the Great Lakes lumber era by archaeologists, historians, geographers, and lay persons interested in this historical period. This meeting, however, was the first to bring people from these diverse disciplines together at one place to discuss their work and present the findings of their research to the public.

Since the theme of this year's meeting was archaeology and forest history, it's quite appropriate that the Association unveiled a new traveling display at the meeting that incorporates artifacts uncovered during the excavation of the Sherry and Gerry site, the location of an 1870s' logging camp. Through Randy Rohe's intervention and the generosity of Mark Bruhy and the Nicolet National Forest, the Association was able to obtain on permanent loan a selection of relics recovered at this site. The Sherry and Gerry site was one of the three major stops that we made on Sunday's field trip. As an alternative to the field trip, the Langlade County Historical Society gave tours of the Deleglise Cabin and their museum. Our thanks to them for their consideration and cooperation.

The annual auction again proved quite successful. Mike Sohasky, as usual, did an excellent job as auctioneer. We hope members will continue to help with donations of logging relics, artifacts, and related memorabilia.

Finally, the Board of Directors is grateful to the local arrangements committee – Randall Rohe, Don Lambrecht, and Mike Sohasky, and to the various speakers who presented papers. Cindi Stiles's presentation, "The State Regional Archaeology Program in Northeastern Wisconsin," consisted of a slide presentation, not a written paper, and it wasn't possible to include it in these proceedings.

The proceedings of our nineteenth annual meeting (to be published in the spring of 1995) will mark my tenth and last year as editor. It is not too early for members to begin thinking about replacing me. In fact, it probably would be advantageous for the next editor to work jointly with me on the nineteenth annual proceedings. Anyone who has any interest in the position or has someone to recommend for it, please contact me or one of the officers of the association.

Randall Rohe, Editor
Patricia Rohe, Assistant Editor

President's Annual Report

Welcome members, spouses, and guests to the eighteenth annual meeting of the Forest History Association of Wisconsin. I am very pleased that this annual meeting is being held in my hometown. Antigo, and the adjacent Nicolet National Forest has a rich forest history.

The theme of this year's annual meeting is "Forest History and Archaeology." One may wonder what archaeology has to do with forest history. Archaeology has the potential to fill in the gaps in lumbering history by the artifacts it left behind. These artifacts document social groups, work processes that took place, equipment, and activities that occurred in everyday life.

I would like to thank the planning committee of this year's meeting – Don Lambrecht, Frank Fixmer and especially Dr. Randall Rohe. Dr. Rohe did the lion's share of the work, doing the difficult task of lining up the speakers. In addition, he produced a field trip guide, "Historical and Archaeological Sites on the Nicolet National Forest." This tour guide is an excellent historical reference of the area.

Secretary/treasurer Frank Fixmer not only helped with the annual meeting, but continued to be the "driving force" that helps keep the association together. We all appreciate the amount of time Frank gives to the association, and he deserves a well-earned thank you from all of us.

It gives me great pleasure to announce that the FHAW is being awarded a Local History Certificate of Commendation from the State Historical Society of Wisconsin. The award, one of two in the entire state, is in recognition of our association's "holding of annual meetings and publishing the 'Proceedings' without lapse for 15 successive years." I will be accepting the award on behalf of the FHAW in Madison on October 23, 1993.

The Forest History Association of Wisconsin is entering a critical period in our own "history" as we complete two decades of work. One of our most pressing needs is in the area of publications. Fortunately Mr. Ray Clark, a member from DePere, has agreed to be the new "Chips and Sawdust" editor. For that I am extremely grateful. This is an important job and the newsletter is the only line of communication with our members who are scattered across this state and the nation.

Dr. Randall Rohe, who had served as editor of "Chips and Sawdust" for many years, will continue to be editor of the "Annual Meeting Proceedings" until spring of 1995. Therefore, we must find a replacement for this critical job. The "Proceedings" is a means of preserving various aspects of Wisconsin's forest history.

Over the past two years that I have served the association as president, we have had our share of change. Due to the work of Joyce Bant, publicity has been enhanced. John Saemann has overseen a resurgence in the student scholarship award program. Under the guidance of Frank Fixmer, the traveling exhibit has been displayed at various meetings and conferences to promote the association and educate the public about forest history.

Financially, the association is in good shape. Due to low interest rates, the board was forced to look at other investment opportunities to raise operating revenues. Investment income is a major component of our operating statement. To

date, the financial moves have been successful. The auction at the annual meeting has been successful. This is due to the generosity of our members who donate auction items and those who bid. Last year's auction netted $993.00. Let's look in the garage, basement, back shelf, or wherever for items for next year's auction.

The association is unveiling a new traveling display at this meeting that incorporates artifacts uncovered during the excavation of the Sherry and Gerry site, the location of a 1870s' logging camp.

Future plans of the association include the updating and reprinting of the educational leaflet "Firsts in Wisconsin's Forest History." This is being funded through a generous donation of $500.00 from Mosinee Papers. In addition, FHAW will be cooperating with the UW-Madison Geography Department on the development of a "Cultural Map of Wisconsin." The map will show significant historical sites, archaeological sites, museums, etc., in the state.

One final thought is membership. Like all organizations, membership is critical to its survival. Not only do you need members for dues, but you also need members to "work" for the organization. As our members continue to age, we need to continue our efforts to recruit new members, especially younger people. I am 41 years old and probably one of the "younger" members! Let's all take it upon ourselves this year to ask someone, anyone, to join.

As my two-year tenure as President of your association is about to end, I would be remiss if I didn't thank publicly the "Sentinel Pine" of our organization, Frank Fixmer. Frank not only was a co-founder of the association, he has served as treasurer for 17 years and secretary/treasurer for 15 years. These two jobs are critical to the association and Frank has done them remarkably well. Frank has advised the board of his desire to step down as treasurer due to the workload of the combined jobs, and his wish to "retire." If anyone is interested in being treasurer in 1994, please step forward. I have truly enjoyed working for your association to help promote and preserve forest history for future generations. God Bless.

Respectfully submitted,
Michael Sohasky, President
Forest History Association of Wisconsin

Forest History Association of Wisconsin
18th Annual Meeting of Members
September 25-26, 1993
Cutlass Motor Lodge
Antigo, Wisconsin

THEME: *Archaeology and Forest History*

Saturday, September 25
The Cutlass Motor Lodge

8:00 a.m. –	Registration, Coffee and Donuts
9:00 a.m. –	Welcome – Don Lambrecht
9:05 a.m. –	Introductions – Don Lambrecht
9:10 a.m. –	Cultural Resource Surveys: What, Why, So What? – Lenny Newell
9:50 a.m. –	Historical and Archaeological Resources of the Nicolet National Forest – Kim Potaracke
10:30 a.m. –	Coffee Break
10:45 a.m. –	The Sherry and Gerry Site: Historical Context and Archaeology of an 1870s Logging Camp – Randall Rohe
11:25 a.m. –	Logging Camp Subsistence and Foodways – John Franzen
12:00 p.m. –	Lunch
1:15 p.m. –	Unearthing Forest History: Passport in Time Volunteers – Luke Heckenkamp
1:55 p.m. –	History of the Van Ostrand and Wallrich Sites – Bob Duerwachter
2:10 p.m. –	Break
2:25 p.m. –	History and Archaeology of Post 1890s Logging – The Apostle Islands – Dave Snyder
2:45 p.m. –	The State Regional Archaeology Program in Northeastern Wisconsin – Cynthia Stiles
3:00 p.m. –	Auction of Artifacts and Memorabilia
4:30 p.m. –	Business Session: Officer's Annual Reports – Sohasky and Fixmer
5:30 p.m. –	Social Hour
6:30 p.m. –	Dinner Distinguished Service Awards (2) Entertainment - The Shanty Boys

Sunday, September 26

*8:30 a.m. –	Leave Cutlass Motor Lodge by personal car for field trip (Field trip guide will be provided) – Historical and Archaeological Sites within the Nicolet National Forest – major stops: the Boulder Lake, Sherry and Gerry and Violet Road sites (These sites include the remains of logging camps that operated from the late 1860s – early 1870s to the late teens – early 1920s.)
Lunch:	Box lunch at Green Lake picnic area, near Mountain
2:00 p.m. –	Arrive Back at Cutlass Motor Lodge
	Have a Safe Trip Home!
*Optional:	Tour Deleglise Cabin – Langlade County Historical Society Museum (9:00-11:00 a.m.) by car to sites, tours will be led by member of Langlade County Historical Society.



FHAW members visit the Sherry and Gerry site as part of a tour of historical and archaeological sites in the Nicolet National Forest. (Courtesy Larry Easton)

Our Speakers

Lenny Newell – A native of Milwaukee, Wisconsin, Lenny received a BA degree from the University of Wisconsin-Milwaukee with a double major in History and Anthropology. He is currently finishing his MA degree there. Lenny has worked as an archaeologist with the University of Wisconsin-Milwaukee, the Nicolet National Forest, and most recently with the Great Lakes Archaeological Research Center.

By law, the U.S. Forest Service has a three-step procedure that it must follow in its management of cultural resources – survey, evaluation, and interpretation. For several years, Lenny was involved in the important first step in this process on the Nicolet National Forest. He walked hundreds and hundreds of miles of trails, roads, shorelines, and forests and in the process discovered and recorded hundreds of archaeological and historical sites.



Lenny Newell

Kim Potaracke – Kim is originally from Minneapolis, Minnesota, and received a BS degree from the University of Wisconsin-La Crosse in 1987, with a major in Biology and a minor in Anthropology. She began working with the Nicolet National Forest in 1989 as an Archaeological Technician. Currently, she is the coordinator for the ***"Passport in Time"*** program on the Nicolet and assistant to forest archaeologist, Mark Bruhy. Her work with the Forest Service has included all aspects of cultural resource management and gives her particular competence to discuss the many archaeological and historical sites found on the Nicolet National Forest – the topic of her presentation.



Kim Potaracke

Randall Rohe – Randall received his PhD from the University of Colorado in 1978 and has taught at the University of Wisconsin-Waukesha since 1983. His special research interest has been the Great Lakes lumber era and he has over twenty published articles on the subject. His particular interest is logging camps which led to his involvement in the ***"Passport in Time"*** program. Along with Mark Bruhy, Nicolet National Forest archaeologist, he has co-directed the study and excavation of three logging camps over the last four summers. He hopes in the near future to finish a book-length study of logging camps in the Great Lakes region.



Randall Rohe

John Franzen – A native of Madison, Wisconsin, John received a BA degree from Michigan State and a MA degree from Idaho State, both in Anthropology. Between 1977-1980, he worked with Gilbert/Commonwealth Associates, an archaeological consulting firm. Since 1980, John has been forest archaeologist with the Hiawatha National Forest in Michigan. He has conducted considerable research on logging camps, including an article last year in *"Historical Archaeology,"* which examined material culture in the logging camps of northern Michigan. His interest in logging camps comes quite naturally – John's great-grandfather was a scaler and later his grandfather, father and uncles all logged in Marinette County.



John Franzen

Luke Heckenkamp – Luke is from Waukesha, Wisconsin, and has had a deep interest in history, especially the Civil War, for many years. Since 1989, he has been a member of the Forty-First Virginia Infantry, a Civil War reenactment group which has participated in events throughout the United States. Luke currently is a student at the University of Wisconsin-Waukesha and plans to transfer to the University of Wisconsin-Milwaukee this fall and attempt a double major in History and Archaeology. He has participated in three ***"Passport in Time"*** programs, each of which included the excavation of logging camps.



Luke Heckenkamp

Robert Duerwachter – Bob was born in Sheboygan, Wisconsin, and received BS and MA degrees from Marquette University in History. He began his teaching career in 1959 in Milwaukee. Since 1967, Bob has taught U.S. History at Kettle Moraine High School in Wales, Wisconsin. Bob is a member of the Langlade County Historical Society, the Soo Line Historical and Technical Society, The Chicago and North Western Historical Society and The Forest History Association of Wisconsin. Bob's special interest in forest history, as you might have already guessed, is railroad logging, especially in Langlade County. He has probably walked hundreds of miles of the abandoned grades in Langlade and adjacent counties in researching these old logging lines.



Bob Duerwachter

David L. Snyder – A native of Munising, Michigan, Dave received a BS degree in history from Northern Michigan University and did graduate work in Public History/Historic Preservation at the University of Arkansas-Little Rock. He has worked for the Federal Government for fifteen years, the last five as historian for the Apostle Islands National Lakeshore. In this position, he has done considerable research on the logging history of the Apostle Islands-Chequamegon Bay area. He serves as historian/curator of the Bayfield Heritage Association.



Dave Snyder

Cindi Stiles – Cindi was born and raised in Allentown, Pennsylvania. She has a BA degree in History and a MA degree in Anthropology/Archaeology from Northern Illinois University, Dekalb, Illinois. She has been an archaeologist for eighteen years and has worked on projects in Missouri, Illinois, North Dakota, Minnesota, Iowa, Texas, Louisiana and Wisconsin. Cindi joined the Nicolet National Forest in July 1993. The Nicolet National Forest has recently entered into a partnership with the State Historical Society of Wisconsin to develop the State Region 2 Archaeology Center.



Cynthia Stiles

Cultural Resources Surveys: What, Why, So What?

By Lenny Newell

Cultural resource surveys are simply the act of conducting a survey, or looking for representations of our cultural resources, or those resources that collectively make up our cultural heritage as Americans. These representations of our cultural heritage are called cultural resource sites and in northern Wisconsin they include, among other things, prehistoric and historic Indian villages, encampments, and resource procurement sites. EuroAmerican cultural resource sites would include, trappers' cabins, settlers' cabins, farmsteads, CCC camps, and of course sites related to the logging era.

Cultural resource surveys can be conducted for many reasons, but usually they are conducted because by law they have to be conducted prior to any undertaking, using Federal funds, that might adversely affect these resources or that are on properties administered by the Federal Government. Cultural research surveys can also have different research designs, or strategies, which the surveying organization employs to ensure that all cultural resource sites in a given area are located. These different research designs are subject to the approval of the State Historic Preservation Officer.

The type of cultural resource survey that I am most familiar with, and will discuss, is that conducted on the Nicolet National Forest. Briefly the National Forests, as part of a Federal Agency, were mandated by Executive Order 11593, in 1971, to locate and inventory all sites buildings, districts, and objects under their jurisdiction and nominate appropriate sites to the National Register of Historic Places.

The cultural resource survey strategy ultimately employed by the Nicolet National Forest was to conduct cultural resource surveys on large blocks of land already divided into compartments for other management purposes. These compartments were of different sizes, but averaged about 1,000 acres each. The cultural research survey team would be presented each year with a list of compartments requiring on-the-ground survey. The reason for conducting the survey was because some management activity, like a timber harvest, was being planned within the compartment. Although the management activity might only be covering 40 acres, it was felt to be more cost efficient in the long run to do the whole compartment, seeing as how the whole Forest, by law, had to be ultimately surveyed. It is also I believe, archaeologically more efficient and effective to do larger blocks at one time.

Prior to going into the field and doing on-the-ground survey, pre-field research and preparation are undertaken. Pre-field research is part of the research design and is undertaken so you do not go into the field totally blind as to what you might encounter or expect to encounter. Pre-field research consists of conducting record reviews, literature searches, and informant interviews that serve to identify previously recorded or suspected cultural research sites located within the Forest.

In the Nicolet National Forest, this research is a continuous, on going process with the information obtained being entered in the **Cultural Resource Atlas.** The information obtained may be very specific, like the precise location of a logging drive dam, or rather vague indication only that an informant reported that there was a logging camp "somewhere in Section 16 in 1913", or that the maps and notes of the original General Land Office survey indicated an Indian trail passing through a compartment. Although imprecise, this information can be helpful in that it causes you to use extreme caution and diligence in that area during field survey.

The next step in pre-field research is to examine the 1938 black and white aerial photos using a stereoscope. These 1938 aerial photos are very useful in that you can often see standing structures, foundations, old roads, etc., that indicate that probably some sort of cultural activity had taken place there. The findings from the 1938 aerial photos are then compared to 1986 leaf-off infrared photos to see what changes had transpired in the nearly fifty years between the two sets of photos, and to determine what the area looks like now and what new roads might be encountered. Information gleaned from the **Cultural Resource Atlas** and the aerial photos was then entered on USGS quadrangle maps, one map for each crew member to use in the field.

Having completed the pre-field research, the fun part of cultural resource survey, the field survey begins. In the Nicolet National Forest, we adopted two forms of survey, walk-over survey and shovel testing. Walk-over survey is mainly intended to locate historic cultural resource sites and is accomplished by walking all roads and remnant roads within a compartment looking for visible representations that would indicate the presence of a site. Many of these remnant roads are quite difficult to spot and often difficult to follow and it usually takes some practice to do it well. Looking at the 1938 aerials helps greatly in finding many of these roads, but many are no longer visible even on them. The premise behind walking historic roads to locate historic sites is that the majority of such sites, like those attributable to EuroAmerican settlement and logging related activity, would have to have been built at the end of or adjacent to roads.

For those historic sites not built on roads and for the less visible prehistoric archaeological sites, the second form of cultural resource survey is used. Shovel testing is employed along the shores of lakes, rivers, streams, and around the edges of swamps, because many of these swamps were lakes three thousand or more years ago. Briefly, as conducted in the Nicolet National Forest, shovel testing consists of the survey crew walking transects 15 meters abreast and digging holes about 35 to 45 centimeters in diameter to a depth of about 45 centimeters, to the base of the organic soil horizon, or the soil that has been deposited here since the last glaciation. The soil is subsequently put through a one quarter inch screen and checked for cultural material that would indicate the presence of a site. Such material would include historic metal, glass, and ceramics, or prehistoric pottery, stone tools, or the by-products of stone tool manufacturing – flakes and shatter.

The walk-over survey is used primarily to locate the more highly visible cultural resource sites, such as those related to the logging era. While these sites may be



Forest clearings like this one are carefully checked during cultural resource surveys. This one proved to be the site of a landing camp. (Courtesy R. Rohe)



Once a historical site like a logging camp is located, careful searching often reveals numerous related features such as these remains of a well. (Courtesy R. Rohe)

more visible than prehistoric sites, many are barely distinguishable amongst the surrounding vegetation even to the trained eye. Walking a road does not mean merely walking the road, you must carefully scan the area adjacent to the road looking for evidence that would indicate evidence of a historical site. In the process of walking roads, all clearings, areas adjacent to clearings, and areas of disturbed vegetation must be checked as well. The presence of lilac bushes or apple trees is almost a sure indicator that a site is nearby.

What actually constitutes a historic cultural resource site is evidence of a structure or structures fifty years old or older. These structures may be standing, collapsed, or more likely completely gone except for remnants of the foundation outlines, or cellar depressions. Historic garbage middens are usually associated with historic sites and are often the first clue to the presence of remnant structures that would constitute a site. Actually, often times a site is located because one old tin can or other piece of rusty metal is observed from the road that you are walking. Leaving the road for a closer inspection produces more discarded material, sometimes by what I call "foot archaeology" or the act of stepping on or tripping over additional occupational garbage hidden in the vegetation. By whatever method, this closer inspection often ultimately leads to the discovery of a bermed foundation, several pits and the location of a bonafide historic site.

Once a site is located, the surrounding area is carefully studied for all above ground manifestations of the site, like additional structures, wells, pits, garbage middens, and scattered debris. All of this information is then carefully drawn on a site map so future research can be done and all of the scattered aspects of the site can be relocated. During the mapping of the site, information is gathered to determine what kind of site it was and what its time period of occupation was. Older structures, such as those associated with the pineries/river drive phase of logging have earthen berm foundations, where earth is piled up around the outer edges of the structure for insulation against the winter cold. Many of the pineries era logging camps are also dingle style camps which have two structures, a cook shanty-dining area and a bunk house connected by a roofed breezeway. Other ways of telling if a camp is associated with the older pineries/river drive phase or the more recent hardwoods/railroad phase is by the type of artifacts scattered about the site. The older camps tend to have tools and equipment, including square nails, hand made by blacksmiths out of wrought iron. Another method of dating a camp is to inspect the tin cans and bottles in the garbage midden. The older camps actually have fewer discarded tin cans then the latter camps, partly because of the relative newness of the concept, but more likely because of transportation difficulties. However tin cans from this period are easily identifiable, which I will discuss shortly. Later hardwoods/railroad phase logging camps have increasing amounts of store bought equipment including wire or round nails and many more tin cans as well as glass bottles which again are very datable.

Ways of telling logging camps from farms, homesteads, and cabins would be by the size and layout of the site. A small single structure is most likely a cabin; a structure with a stone foundation and several out buildings of various sizes is

most likely a farm. Lilac bushes and domesticated flowers gone wild would be a sure indication that the site is a farm and not a logging camp. Other indicators would be found in the garbage midden by the type and quantity of discarded artifacts, including the size and type of cookware. For instance most logging camps did not use china or other ceramic tableware.

As I mentioned before, one of the best ways to get an approximate date on a site is through can and bottle chronology. Condensed milk cans are frequently found on historic sites. The tops of condensed milk cans are usually flush with the sides and they exhibit a small hole in the top with a drop of solder in it. Sizes of these cans were standardized about 1900 at 2 1/2" by 2 1/2" for the small cans and 4 3/4" by 3" for the large cans. After 1932 sizes were changed to 3 3/8" by 3" and 4" by 2 15/16". So if you find a condensed milk can of a different size then these, the site should be a pre-1900 site. Hole-in-top cans are another good indicator of a site's age. These cans have both a pin-hole in the center of the top as well as a larger diameter circular metal insert soldered in the top. These cans have flat tops with edges flanged down over the sides of the can and soldered. Prior to 1897 hole-in-top cans had over lapping sides, which were soldered. The soldering on cans prior to 1880 was very crude, often with large excess globs of solder. In 1897, tin cans were changed over to have double seamed sides.

In 1904 the Sanitary Can Company started mass producing cans with double seamed ends as well as sides. This type of tin can, which is the same as our present day food cans, was the only type of food can produced after 1922, except for condensed milk cans. Other types of cans which can be used to date sites are pocket tobacco tins, first produced in 1913, and beer cans, first produced in 1935 in both the spout and flat top varieties.

In the field the most useful characteristic of bottles to date a site is color, and embossing. If a bottle is found that has an amethyst tinge, it was made prior to the outbreak of World I, in 1914. If a bottle is embossed "Federal Law Forbids Sale or Re-Use of This Bottle" or "No Deposit No Return" it is post 1932. Other methods of dating bottles include makers marks, mold types, lips, and type of closure.

Often at the cultural resource survey level, the precise function or date of a site remains unknown or a matter of pure conjecture. The importance of cultural resource survey is to locate sites initially so that they can be protected until they can be more properly and thoroughly evaluated to see if they fit the criteria to be nominated to the National Register of Historic Places. Once a site is located and mapped, it is given a Forest Site Number and protected from any land disturbing activities pending evaluation. The evaluation phase, which results in a more prolonged investigation and involves considerable subsurface excavation, is the more definitive method of determining the date of a site and what type of site it is. All sites found in the Nicolet National Forest will eventually have to be evaluated, but as the present number of sites exceeds 1200, this process will take some time.

Most cultural resource surveys are done mainly because various Federal and State laws and regulations require that such surveys be done on lands under their administration and on projects receiving Federal and State funds. The real question,

however, is why these laws were enacted in the first place. Probably the best way to explain this is par-phrase exerts from these laws and regulations. It was basically felt in government "that in the face of ever-increasing extension of urban centers, highways, and residential, commercial, and industrial developments" that the then "present government and nongovernmental historic preservation programs" were "inadequate to insure future generations a genuine opportunity to appreciate and enjoy the rich heritage of our Nation." Hence the Federal Government should "provide leadership in preserving, restoring, and maintaining the historic and cultural environment of the Nation." Thus Federal Agencies should adjust "their policies, plans, and programs in such a way that federally owned sites, structures, and objects of historical, architectural, or archaeological significance are preserved, restored, and maintained for the inspiration and benefit" of this and future generations. Aid should also be provided for similar sites on non-federally owned land.

Once if you proposed saving the site of a logging camp or driving dam, you might hear "So what? There are plenty of sites like that all around here, why would you want to preserve it?" I in all honesty, feel that I am hearing it less and less. These laws have been in effect for a number of years now and cultural resource evaluations/excavation projects have often received favorable press coverage. This exposure is aided by groups like the Forest History Association who are interested in preserving the rich memories of our past history and cultural heritage. With this exposure and a little time for reflection, I believe most people who say "so what?", or have said "so what?", are beginning to realize that sites like logging camps are no longer found "all over the place" and even if they were they can no longer remember where they are.



Middens, like this one on the site of an early 20th Century logging camp, can prove invaluable in determining the date and function of a site. (Courtesy R. Rohe)

Historical and Archaeological Resources of the Nicolet National Forest

By Kim Potaracke

The Nicolet National Forest has a land base of approximately 670,000 acres and is 62 miles long north to south and 36 miles from east to west. The northern boundary of the forest borders on the Wisconsin-Michigan boundary line. It covers a five county area encompassing Forest, Florence, Vilas, Langlade, and Oconto counties. The Nicolet contains more than 1200 lakes, 1100 miles of trout streams, and the headwaters of many major river systems, including the Wisconsin River. Elevations across it range from 860 to 1800 feet.

Since glacial recession about 10,000-12,000 years before present, man has occupied these lands living as hunters and gatherers, as explorers, as fur-traders, as loggers, and as farmers. Each of these groups left evidence of their presence in many ways and together produced an array of historical and archaeological resources. Archaeologists cannot at this time attribute tribal affiliations to the earliest people to occupy northern Wisconsin, all they can do is assign broad names to time-periods and try to understand from evaluations and excavations of sites a little about how the people lived, the tools they created, and areas they roamed or settled. The broad periods of Pre-European Contact Indian history can be divided into three major phases: The PaleoIndian Tradition, 8500 BC-5000 BC; the Archaic Indian Tradition, 5000 BC-500 BC; and the Woodland Indian Tradition, 500 BC-1634 AD. The PaleoIndian peoples were the first Americans to hunt the wooly mammoth and large game animals across northern Wisconsin. They created their tools out of stone and shafts for spears out of wood. As the climate warmed and the environment changed, new Indian cultures began to emerge. Next came the Archaic Indian Tradition. It was during this time period that man discovered the existence of a wonderful metal called copper. These people learned how to heat and shape the metal into various tools and personal items, such as fishhooks, knives, spearpoints, and pendants. This was a time of population growth. These people were hunters, gatherers, and fishermen. As the people became more sedentary and the climate warmed in the Woodland Tradition period, they discovered clay and experimented with how to form vessels, how to decorate the pottery they made, how to properly fire or harden the vessels, and how to use various kinds and sizes of tempering agents (crushed stone, pottery, or shell) to help bind the clay before firing it. These people developed an extensive trade network and built elaborate mounds. They still hunted and fished, they still gathered nuts and berries, but they now tried their hand at agriculture. Then came the European explorers and fur traders.

In 1634 the first explorer to step on the shores of Weskonsin at Green Bay was Jean Nicolet. The Nicolet National Forest is named after him. He was sent by the French to initiate trade with the Wisconsin Indians. From this time on Wisconsin was an open territory for exploration and settlement. For two hundred years the fur trade dominated the economy of northern Wisconsin.

The 1800s in Wisconsin was a time of great change. This was a time when the northwoods was ringing with the blow of the loggers' axe and the hum of the crosscut saw. Historians recognize two major phases of logging in the late 19th and early 20th century in northern Wisconsin. The first one is the Pineries/River Drive Phase and the second is the Hardwoods/Railroad Phase. The first, the Pineries/River Drive Phase, was the period when the loggers were cutting mostly pine but not the hardwoods, because they don't float. In the 1860s the oxen were clomping along logging roads hauling the pine to the holding ponds and rivers to await the spring thaw when the gates of the dams would be opened and the logs floated to the sawmills. The horse became the logger's draft animal in the 1880s and 1890s because of its agility and speed. The late 1800s brought the Hardwoods/Railroads Phase. By the early 1900s the land of northern Wisconsin looked very different from the Northwoods that we see today. The land had been stripped of its trees and virtually all that remained were piles of brush and slash and tree stumps. This left the landscape wide open for fire, and the flames scorched the earth until it lay black and ashen. Between 1918 and 1925, numerous land speculation companies sprang into existence. These land companies bought the land dirt cheap and enticed European immigrants to move here to farm the cutover. These people knew little English, had no knowledge of the short growing season, and had no idea that they would need to clear the land of the stumps **before** they could even consider growing anything in the soil. All too many of them failed. By 1927, seventeen northern counties contained over 2,500,000 acres up for tax sale. Much of the land eventually reverted to county, state, or federal control.

On December 12, 1928 the National Forest Reservation Commission approved the purchase of 151,680 acres of land in Oneida, Forest, and Vilas counties. A Forest Service Office was set up in Park Falls, Wisconsin to oversee the management of this unit in 1929. In March of 1932 another 68,000 acres were purchased to create the 204,800 acre Oconto Unit. The Nicolet National Forest was established on March 2, 1933, by the U.S. Congress and a headquarter's office established in Rhinelander, Wisconsin. One of the major jobs for the Nicolet's managers at the time was land acquisition. Once the government began to purchase lands for the inclusion in the National Forest system, fire prevention became a major concern. A network of fire lookout towers, some with towerman's quarters were established and fires were eliminated with help from the Civilian Conservation Corps. CCC enrollees working on the Nicolet performed many duties including fire control, tree planting, road construction, recreation area construction and maintenance, etc. The sites of their camps represent another cultural resource of the Nicolet National Forest.

And this leads to why we have Heritage Resource Management and Managers on the National Forests. Legislation began with the Antiquities Act of 1909 and continues with the recent amendments to the National Historic Preservation Act. The Nicolet National Forest hired its first Cultural Resource Manager in 1981 and the program has grown from there. The first thing to do is explain what our job is on the National Forests. Why have a Forest Archaeologist? This is a good question

and here is a simple yet complicated answer. The forest has many resources and resource managers. As the Wildlife Biologist manages and supports the forest wildlife program and the Fisheries Biologist likewise manages the fisheries resource, the Cultural Resource manager is charged with the task of managing historic properties which range from pre-European contact Indian sites to historic sites. Historic properties can include a Native American quarry site, a hunting camp from 100 B.C., or a historic village, a logging dam, a logging camp, or a fire lookout tower. The Nicolet National Forest's program follows five basic principles which guide its work. The program first of all addresses administration, then inventory or history property location, protection or site monitoring, evaluation, and enhancement or interpretation for the public benefit. The Nicolet has been doing inventory or locating sites since the 1970s, and in 1981 hired its first Cultural Resource manager. As of 1993 the Nicolet's staff has surveyed 90 percent of its land base and located about 1200 sites. Now the forest has the task of protecting all 1200 sites until each site can be individually evaluated. For example, there are probably 500 Pineries Era logging camps and not all 500 are significant, but this will not be and can not be determined until an evaluation can be done. Evaluation can range from literature research, such as looking at tax rolls and deeds records, to site excavation to determine whether or not this site is worthy of saving and if it meets National Register of Historic Places criteria. Each year forest archaeologists or forest service paraprofessionals monitor a number of the 1200 sites to ensure their protection from forest management related activities as well as vandalism. To elaborate a little, if a timber sale or road project is planned, the site area is protected by a buffer zone so that no part of the site is damaged. The Nicolet has also established an Archaeological Paraprofessional program. These people, who are foresters or technicians in some other field, are trained in the identification, mapping, and monitoring of sites, thus becoming Archaeological Paraprofessionals.

In 1989 the Eastern Region forests started a program we know today as Passport In Time. This program invites the public to participate in heritage related projects on the forest. The Nicolet has had archaeological excavations where volunteers have done the excavating. They learn about cultural resources, the forest, archaeology and themselves. This program went nationwide in 1990 and today National Forests across the United States participate.

The Nicolet's Heritage Program is just starting to delve into the mandate of enhancement and interpretation for the public benefit. An interpretive master plan for the forest should be complete by 1995. So far, interpretation on the Nicolet has been through public education on archaeological sites during Passport In Time projects, through presentations to various community groups, through exhibits like "People Of The Land" at the Franklin Lake Campground, and an interpretive master plan for a 1930's fire lookout tower (the tower may be open to the public by 1994).

A vision statement sent out by F. Dale Robertson, the Chief of the USDA Forest Service, in March of 1993 spelled out the need for a balanced Heritage Resource Program across the nation's forests. Fortunately the Nicolet has taken this approach



One instance of the Forest Service's mandate of enhancement and interpretation for the public benefit is its loan of a selection of artifacts from the Sherry and Gerry site for a FHAW traveling exhibit. (Courtesy R. Rohe)



Many of the farms that developed concurrent or after logging in the Nicolet National Forest eventually failed. Their remains constitute one of the many cultural resources found on the forest today. (Courtesy R. Rohe)



Interpretation for the public benefit. Forest Archaeologist Mark Bruhy shows artifacts to three young visitors at the Violet Road site, a PIT project, during the summer of 1993. (Courtesy Nicolet National Forest)



The Nicolet National Forest has developed a partnership with Nicolet College and runs a field school that conducts archaeological excavations on forest land. (Courtesy Nicolet National Forest)

already. All programs, however, can be bettered and to see support coming from Washington is reassuring to the Nicolet. Following are some of his comments:

During the past decade, the Cultural Resources program has been moving steadily toward a balance of our support to other resources and the public outreach parts of our job as spelled out in law. The Forest Service needs to support all resources while contributing to the understanding of our past and to the protection, interpretation, and accessibility of that past for present and future publics. To do this, our strategy must be twofold: It must allow for increased efficiency in the National Historic Preservation Act Section 106 process and it must include public outreach. This strategy seeks to facilitate not an increase of responsibilities but a balance of responsibilities.

With this strategy the program was renamed from Cultural Resource Management to the Heritage Program. "Heritage Program" conjures up visions of public participation, interpretive trails, surveys, oral histories, campground programs, folklore, site protection, traditional ceremonies, site evaluations, law enforcement, historic reconstruction, living history, mitigation, and ecosystem management.

As well, F. Dale Robertson made commitments in this strategy to work with the National Council of State Historic Preservation Officers to explore working together on education programs as well as day-to-day project compliance.

The VISION:

The Forest Service strives to preserve the rich historical and cultural foundations of our Nation as a living part of our community life and development. We seek to provide a sense of orientation to the American people and to ensure future generations a genuine opportunity to appreciate and experience our Nation's rich and diverse heritage. Heritage stewardship and natural resource management must exist in productive harmony to fulfill the social, economic, and spiritual needs of the American people.

The National Forest System offers unique opportunities to protect and interpret the Nation's heritage now and in the future. The heritage resources within the National Forest System include both ancient sites as well as living traditions. As stewards of heritage, we manage for public interpretation and participation, preservation, and continued use. We manage for a wide diversity of public users and uses; for example, interpretation and participation for the general public, conservation and preservation for scientific values and future generations, and access to sacred areas for American Indians.

What does the future hold? Only time will tell. On the Nicolet, the Heritage Resource team has been working towards establishing partnerships with a local college, Indian tribes, teachers, conservation corps, and the State Historical Society. The program includes a database that will be able to give all resource managers information within minutes. For example, if a fisheries biologist wants to put in a weir or impoundment on a stream, he will talk to his district paraprofessional and

that person can get into the database and see if there are any sites in that area. For example there may be an old 1870s logging dam there that is significant. He would know then, that we would have to evaluate any impact a weir or impoundment would have on this site, and as managers we would work with him and he us to do what is best for the resource. Maybe it would cause no impact, but maybe it would. In any case he could use the database to find out, quickly and easily. Someday soon the program may be using GPS or Global Positioning Systems to make site location fast and easy. For example when we find sites today, we locate the site on a U.S.G.S. topographic map, sometimes this is done in less than perfect conditions and perhaps not accurately, maybe a few feet off. With a GPS system, the user gets a reading and records it and it is accurate to within inches. This system utilizes satellites in space to record an exact location. Right now the system is new, expensive, and not readily available, but the future holds promise.



Increasingly, the Nicolet Naional Forest hopes to sign sites, develop interpretative trails and otherwise educate the public about the past. (Courtesy R. Rohe)

The Sherry and Gerry Site: Historical Context and Archaeology of an 1870s' Logging Camp

By Randall Rohe

Introduction

In late 1989, I met with Mark Bruhy, Nicolet National Forest archaeologist, to discuss the possibility of the investigation of the remnants of a 19th Century logging camp on the Nicolet National Forest. The Nicolet was known to contain hundreds of logging related cultural resources, though only a few had been the subject of extensive archival investigation, and none had been the object of archaeological excavation. With this in mind, during the winter of 1989-1990, we together selected a recorded camp that would be the subject of study. The primary criteria for the selection was only that it date to the Pineries-River Drive era, appear to be relatively undisturbed, and be located on Forest Service land.

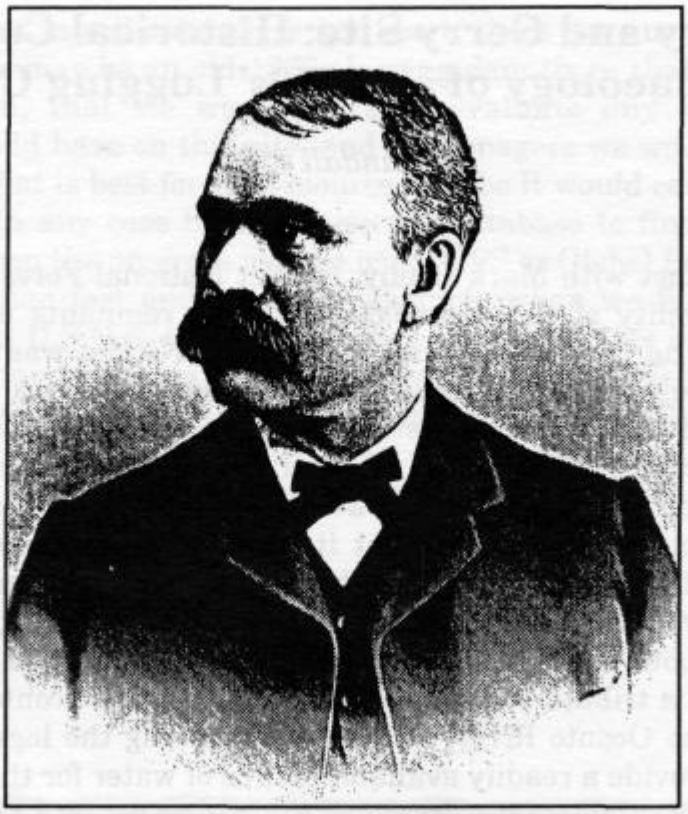
The site that was selected is located in the SE 1/4 of section 4, T31N, R15E Oconto County, about five miles east of Langlade. It is situated along the shore of Hills Pond Creek, a tributary of the South Branch of the Oconto River. While the Wolf River, not the Oconto River, was used for driving the logs to the mill, Hills Pond Creek did provide a readily available source of water for the camp. A General Land Office survey crew in 1858 described the site as covered predominantly with white pine, with lesser amounts of paper birch, hemlock and sugar maple. While the topography of this area is rolling with short, irregular slopes, the vicinity of the camp itself is best described as a relatively flat terrace.

During a 1985 cultural resource survey, a University of Wisconsin-Milwaukee study team located the bermed foundations of four structures and miscellaneous cultural debris along Hills Pond Creek in northwestern Oconto County, and tentatively identified the site as "...typical of pine logging camps. The debris, though sparse, would tend to support a dating of the site to the pine era (turn of the century)." Subsequent fieldwork disclosed another bermed structure some distance to the northwest of the others and my archival research established that the site represents the remains of a logging camp that was in operation from 1876 to 1878, and perhaps later, by Henry Sherry and George Gerry, prominent Fox River Valley lumbermen.

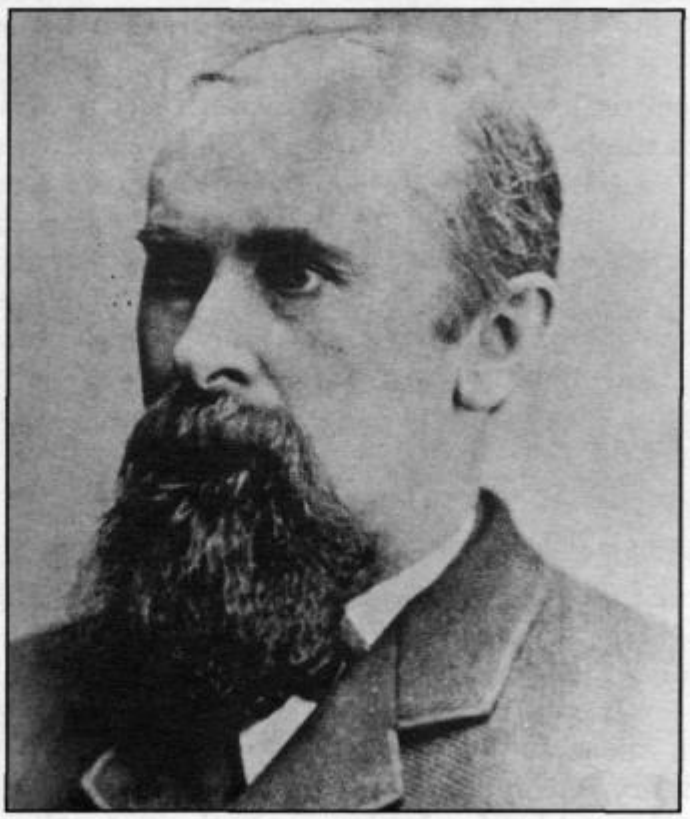
Henry Sherry

Henry Sherry was born August 3, 1837 in East Menden, New York. In 1849, he moved with his parents to Neenah, Wisconsin where his father, Hugh, engaged in the milling business. Henry at first worked as a merchant but when his father moved to Minnesota he took over management of the family holdings. Eventually he moved into the lumbering business. In 1868, Sherry purchased the only sawmill and lumber yard in Neenah.

By the 1870s, Henry Sherry owned a shingle mill and sawmill in Neenah, and operated one of the largest lumber businesses in the state. His sawmill reportedly



George Gerry 1840-1890



Henry Sherry 1837-1919

manufactured 2,500,000 feet of lumber in 1871 and he cut 25,000,000 feet of logs annually on his lands. Apparently Sherry initially purchased his logs from independent loggers or employed jobbers. He is not included in a list of lumbermen operating on the Wolf River in 1871-1872, but is listed for 1873-1874. His Neenah sawmill burned down in February 1874, and in March Sherry purchased the Hungerford sawmill to replace it. Sherry operated this mill with great success, even shipping carloads of lumber to Oshkosh, the acknowledged lumber center of northeastern Wisconsin. The ***Times'*** editor likened it to carrying coals to Newcastle. The mill had a capacity of 25,000 feet a day and its lumber yards usually contained 1,500,000 feet of stock. The shingle mill produced 20,000 to 30,000 shingles a day and maintained a stock of about 300,000 shingles. The ***Gazette's*** editor summarized Henry Sherry's importance to Neenah: "Such a man is a blessing to a town and community, not alone from the fact of employing so much live capital in business, but the employment of many men in various positions and the example of strong will, constant industry and a prudent and active oversight of every department of the large business interests which he controls." Sherry sold his Neenah sawmill to Walker, Clansen & Co. early in 1879. In 1877, he had leased a sawmill at Fond du Lac. As his lease neared expiration, he began looking for another mill and in March, 1880, purchased the sawmill of Marshall Harris at Oshkosh, remodeled it, and added a shingle mill.

By the late 1870s, Sherry had gained a reputation as a "great plunger willing to buy all the lumber offered him" and a "sharp trader" who had done in several previous partners. Sherry apparently took George Gerry as a partner in 1876. From all available evidence, the Sherry and Gerry relationship proved not only successful, but harmonious. The ***Appleton Post*** described the firm as "thribble ex" in the solidity and enterprise.

In the 1880s, Sherry became known as "one of the heaviest operators in pine lands and lumber in the state" with a name "as familiar as household words among dealers in lumber and logs." For 1880, Sherry produced at Fond du Lac 8,500,000 feet of lumber, 1,000,000 lath, 100,000 pickets and 300,000 shingles; at Neenah 4,300,000 feet of lumber, 1,500 shingles and 500,000 lath; at Marshfield 1,600,000 feet of lumber. In 1880, Briggs and Sherry erected a sawmill and laid the foundation for Sherry, a town located sixteen miles north of Wisconsin Rapids.

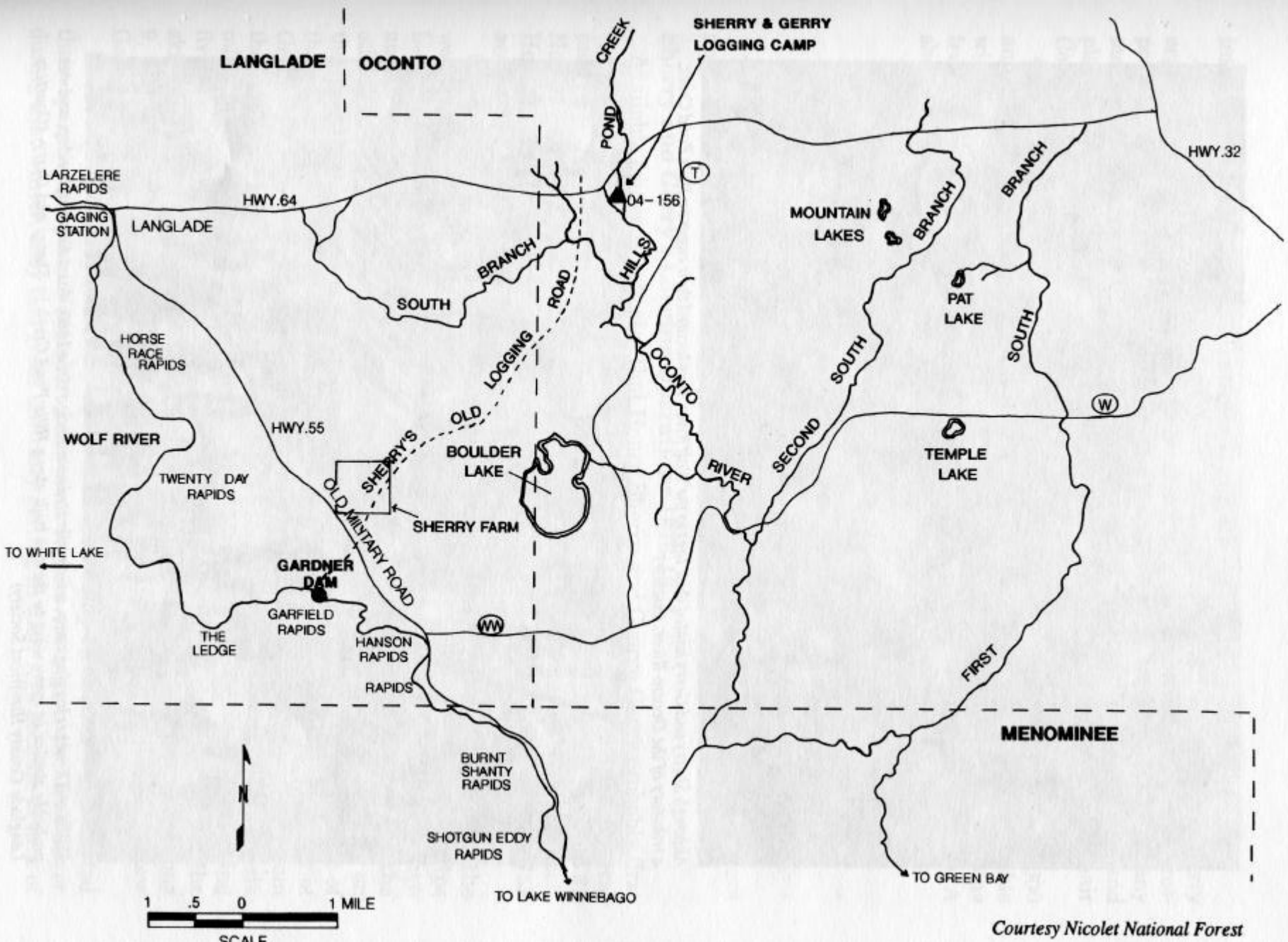
The History of Northern Wisconsin, published in 1881, stated that the Sherry mill at Oshkosh employed fifty men and produced 40,000 feet of lumber and 30,000 shingles daily. In 1883, Henry Sherry and George Gerry purchased, for $140,000, the entire interest of the Whorton Brothers at Vesper, including the past winter's cut of 7,000,000 feet of logs and a tract of land containing over 60,000,000 feet of white pine. The purchase also involved a quantity of hardwood timber, a large mill, store, etc. Later that year, Sherry, Gerry & Co. constructed a logging railroad four miles long from Vesper. The year 1883 saw Sherry building the Sherry Post Office Block in downtown Neenah on Wisconsin Avenue. The block contained the U. S. Express Savings Bank, Wheeler and Jennings Lumber Co., and the Post Office. The same year Sherry built a large home at 527 East

Wisconsin Avenue at a cost of $10,000. He was ten years ahead of his time with his Eclectic Style house. It was not until this style was featured at the 1893 World's Fair in Chicago that it became popular. During the 1880s Sherry acquired extensive land holdings in the Flambeau River region from Cornell University and other sources, secured rail service to his holdings; and purchased a sawmill, dam, and water rights at Park Falls. In late 1886, Sherry bought out George Gerry's interest in their operations at Vesper for $100,000. The sale included several hundred acres of valuable pine lands, a large sawmill and planing mill, and other property. The same year Sherry became vice-president in the newly incorporated Gerry Lumber Company of Appleton. The ***Northwestern Lumberman,*** a major trade journal, in 1888 regarded Henry Sherry as "one of the largest operators in lands, logs, and lumber in the northwest," cutting "every year upwards of 100,000,000 feet of logs, most of which are manufactured at his mills... and, while he is considered a keen, shrewd, business man, ever looking for, and quite liable to find, the best end of any deal in which he is interested, his character for business integrity is never questioned by those who know him." Further, the ***Lumberman*** characterized him as popular with his employees, as evidenced by the fact that a strike had never occurred at any of his mills.

E. P. Sherry, Henry's son, graduated from the University of Wisconsin in 1892 and entered the family business shortly thereafter. By 1895, Henry Sherry was sharing supervision of the family business with his son. The Sherry's lost heavily in the depression of 1897, and both Henry and E. P., were forced into bankruptcy. However, the business of rebuilding the family holdings began almost immediately. In August 1898, the defunct Park Falls Paper and Pulp Company was reincorporated as the Flambeau Paper Company, and in 1899 the Winnebago Realty Company and the Wisconsin Realty Company were formed. Controlling shares in the Winnebago Realty Company were held by the Sherry family. The Milwaukee Trust company, holder of a mortgage on the paper company, held controlling interest in both the paper company and the Wisconsin Realty Company. Management of the paper company and the Wisconsin Realty Company rested with E. P. Sherry. After bankruptcy, Henry Sherry's role in the family business became progressively more limited, although he retained an active interest in the Winnebago Realty Company and the Flambeau Shingle Mill. Moreover, until his death on November 7, 1919, he remained a close advisor to his son.

George Gerry

George Gerry was born at Andover, New Brunswick, on September 20, 1840. In 1868, he came to Appleton, Wisconsin, where he secured employment in the lumber business of John & William Whorton. He married Clare A. Waters of Wauwatosa in 1869. They had two children, Effie M. and Henry E. Soon after his arrival in Appleton, Gerry went into the lumber business on his own. The ***Shawano Journal*** in November 1873 reported his plans to operate large logging camps in Township 25 North, Range 27 West. Gradually but surely Gerry "ascended the ladder of success; by his own energy accumulated a snug property." In June 1883, he moved



Courtesy Nicolet National Forest



Although Sherry and Gerry hauled their logs to the Wolf River, they located their camp on Hills Pond Creek, a tributary of the Oconto River. (Author)



Hollis and Krueger logging camp, which operated near Antigo circa 1880, was a dingle style camp, and was probably similar in many ways to the one built along Hills Pond Creek by Sherry and Gerry. (Courtesy Langlade County Historical Society)

into an "elegant new home" on Memorial and 4th Streets in Appleton.

After selling his interest in the operations at Vesper to Henry Sherry, Gerry organized the Gerry Lumber Company. Gerry was president; Henry Sherry, vice-president; J. H. Underwood, secretary; and George M. Mills, treasurer. The company maintained lumber yards and office in Appleton and operated a sawmill and planing mill at Eagle River. In 1890, Gerry helped organize the Appleton Chair Company and became its first president.

George Gerry died June 1, 1890. He left an estate valued at between $100,000 and $150,000. His will provided that a portion of the estate be held in trust for his widow and children and named Henry Sherry, H. D. Smith, and H. G. Freeman as trustees. All evidence indicates that George Gerry was a highly respected man. A short excerpt from his obituary stated:

> *Few in this community, where he has lived so long, number among their acquaintances so many friends and so few enemies as he. Eminently just and unprejudiced in his measurement of men, he rarely ever erred in the personal, political, or business alliances formed; and it is something to say of him that among the saddest hearts his death has made are those whom he has left as partners and employees.*

The day of his funeral, the courthouse flag was at half mast and the street cars and Commercial Bank were draped with crepe in his honor.

Sherry and Gerry's Logging Operations 1876-1882

Available evidence indicates that Henry Sherry and George Gerry probably first operated a logging camp together on the upper Wolf River in 1875-1876. Several sources indicate that they definitely had a logging camp on Section 4, Township 31 North, Range 15 East in 1876-1877 and had an intended cut of 2,500,000 feet. Henry Sherry had acquired the site of the camp as part of a purchase of some 762 acres from Ephraim and Mary Goff of Appleton, Wisconsin in 1870.

George Gerry oversaw the logging operations and spent most of his time in the woods. Scattered newspaper notes, however, indicate that he made periodic trips between the logging camp, Shawano, and Appleton. Gerry had a crew of fifty men and two camps, one in Town 32, Range 15 where the timber was located, and the other for the horse teamsters in Town 31, Range 15. Research disclosed nothing on the ethnicity of the logging crew, but since Sherry and Gerry recruited most of their loggers in Neenah, Menasha, and Appleton, it probably consisted mostly of Germans, some Irish, a few Scandinavians and probably a couple of migrants from the lumbering regions of northeastern North America. Gerry had a haul of over six miles and banked the logs near the Gardner Dam on the main Wolf River, using five horse teams. An unknown number of ox teams, probably three to five, did the skidding. The main logging road led southwesterly from the camp through Sections 9, 16, 17, 19, 20, 30, Township 31 North, Range 15 East to the Wolf River, below Gardner Dam in Section 25, Township 31 North, Range 14 East.

In 1877-1878, Sherry and Gerry again used their camp on Section 4 and started their operations in late November. Like most loggers cutting on the Wolf River during that winter, they had great difficulty getting in their logs because of lack of

both snow and cold weather. In late January, they had sledded just one million feet. A correspondent of the ***Northwestern Lumberman*** describing his trip through the Wolf River Pineries about this time wrote:

> *At Hill & Price's [Rice's] hotel, I saw L. O. Rumery and Dan Fitzgerald who are trying to log on six mile hauls – Rumery said he had managed to get in nine logs at a cost of $10,000. Fitzgerald had in six at a cost of $6,500, and they were in dispute as to which was operating the most economically, when in came George Gerry with a claim for expenses as great as either of them and not a log in the water! I left the party in the midst of the dispute, but as they are reasonable men and good lumbermen I have no doubt it was settled bloodlessly.*

In an attempt to salvage that year's logging, Sherry and Gerry decided in late March to move their operations closer to the Wolf and construct a pole road about a mile and a half long near Rice's stopping place for loggers and lumbermen, commonly known as the Log Cabins. They intended to put in 4,000,000 feet of logs that summer via the pole road.

In the winter of 1878-1879, Sherry and Gerry each operated their own camps as well as one jointly, presumably the one on Section 4. The early part of the winter of 1878-1879 proved as poor for logging as the previous one. In early January, a correspondent of the ***Oshkosh Times*** reported that he knew of only four outfits doing "a reasonably fair business" among them was George Gerry. In late January, one of Gerry's crew hauled a load of 3,600 feet and "it was not a very good day for hauling either." Part of their success was undoubtedly due to the fact that Gerry had constructed an ice road. The upper Wolf had over two months of exceptionally good sleighing. As late as mid-March, the region still had ten inches of snow. One of the loads at Gerry's camp totaled 5,283 feet of pine. The cut for the season totaled 2,250,000 to 3,500,000 feet. Apparently, Gerry expected that spring to be poor for log driving and in conjunction with Mr. Strong built a rolling dam that held 6,000,000 to 7,000,000 feet of logs just below the Gardner Dam at a cost of $400.00. A rolling dam was constructed without gates. When a sufficient head of water could be obtained in the swell of the river's surface, the logs simply floated up and over the dam.

During the winter of 1879-1880, Sherry and Gerry again occupied their old camp. Gerry moved into camp the last week of October and broke camp in mid-March. A report in early January had Gerry's crew banking about 100,000 feet per day. The Sherry and Gerry camp cut 10,000,000 feet of logs for the season. That spring Gerry, Rumery, Choate, and Hollister supervised the drive on the upper Wolf. The documentary record reveals practically nothing on the Sherry and Gerry operations for the winter of 1880-1881. However, in February, fire destroyed their logging camp with a loss of $200. The cut that winter approximated 3,000,000 feet of logs.

The incessant rains during the fall of 1881 made it impossible for most of the lumbermen to get into the woods at the usual time. George Gerry was one of the

exceptions. In December 1881, however, fire destroyed Sherry and Gerry's main camp near Chris Wheeler's (about two miles above the Log Cabins) on the main Wolf River. By the time someone discovered the fire, it had made such headway that it was uncontrollable. It consumed the entire building and everything in it including a large quantity of logging equipment, the clothing of the men, camp utensils, and stores. The loss to Sherry and Gerry was some $1,200 to $1,400. Gerry immediately had lumber and other material brought from Shawano to erect another camp. Despite the loss of their logging camp, Sherry and Gerry had a quite successful logging season. Their crews banked nearly a million feet of logs a week during sleighing. In a single day, thirty-one teams hauled 187,000 feet over six miles to the Wolf. That year Sherry and Gerry put in a total of 5,500,000 feet of logs – the largest cut on the Wolf River.

The logging season of 1881-1882 marked the last of Sherry and Gerry's operations on the Wolf River. At the end of that season, George Gerry sold his fourth interest in the firm of Sherry and Gerry to Henry Sherry for $37,000. Henry Sherry continued to run logging camps on the Wolf River. He did so as late as 1890, when the ***Appleton Post*** stated that he had five camps in the woods above Shawano.

Archaeological Investigations

During the last two weeks of June 1990, a team of ***"Passport In Time"*** volunteers under the direction of myself and Mark Bruhy, conducted limited archaeological excavations at the Sherry and Gerry site. We were joined by Forest Service archaeological technician Kim Potaracke in directing the field phase. From the outset, it was our contention that this site was likely to yield important information of both local and state significance regarding: (1) the intra-site patterning of an 1870s' camp; (2) adaptive technological responses to local topography, climate, and distribution of timber resources; and (3) provide a basis for developing a descriptive artifact assemblage for a camp of this vintage. Moreover, we sought to substantiate its eligibility for placement on the National Register of Historic Places because it is relatively undisturbed, and is clearly attributable to two individuals who would become major figures in Wisconsin's lumber era.

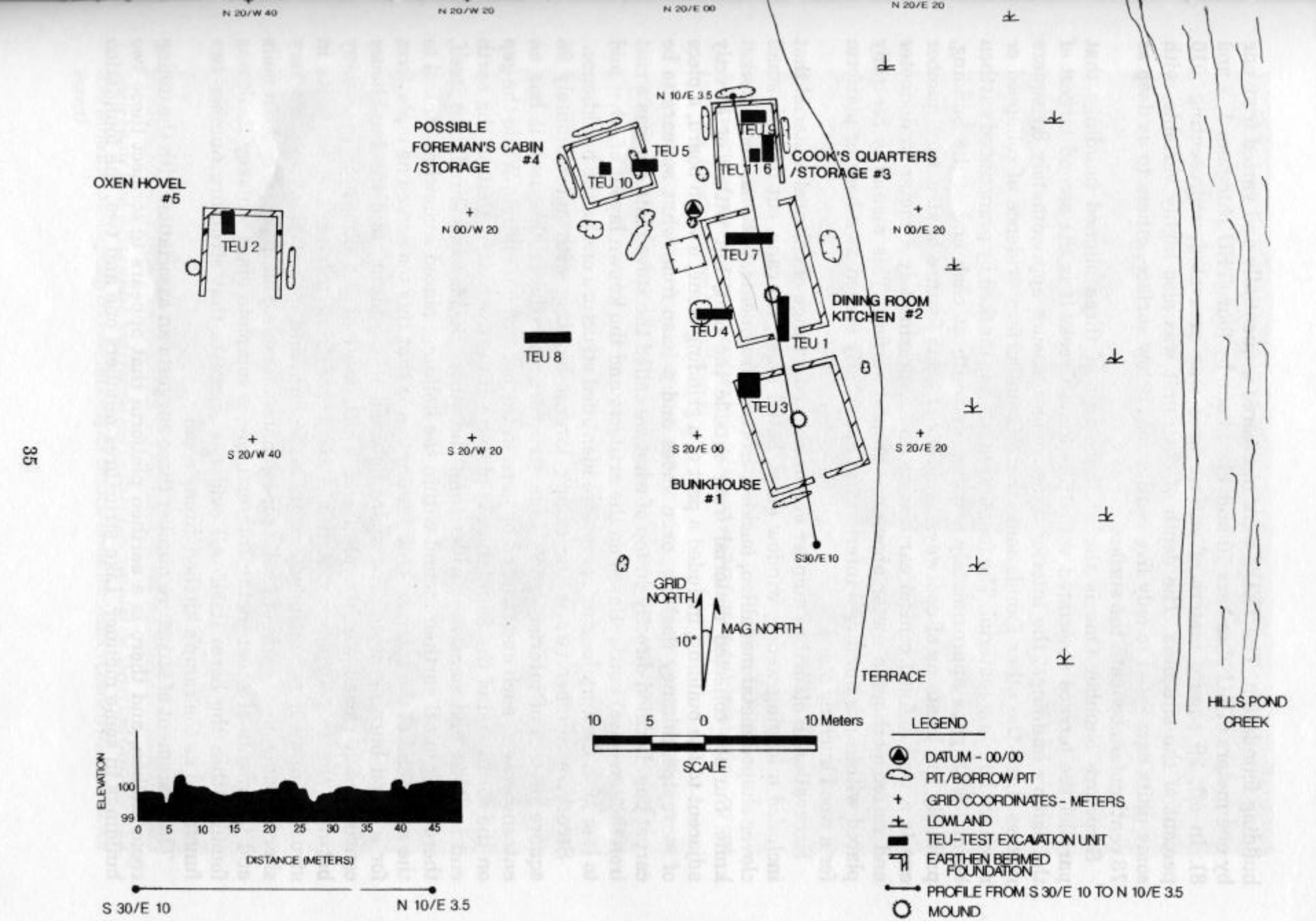
The first step in the on-the-ground investigation included the establishment of a permanent datum. This was done by placing an aluminum-capped pipe within the site area, and this monument was then tied to an established monumented corner. Next, we established a baseline marked by wooden stakes, and this served as the basis of grid system with 10 meter by 10 meter grid intersects. The placement of all site features and test excavation units were tied to this grid system. Next, under my direction, we conducted a metal detector survey of the entire site area, plotting the location of metal deposits with pin flags. These locations were then mapped. Excavation units were placed in each observed and suspected foundation, the dimensions of each unit varying in size. Excavation itself was performed in five centimeter levels, and we recorded and mapped all the artifacts uncovered in each level. Artifacts were selectively collected, washed and catalogued. Eleven Test Excavation Units (TEU's) were placed throughout the site area, and in all instances were associated with a recognizable building foundation or a possible



View of berms of structure number four – the foreman's quarters at the Sherry and Gerry site. (Author)



PIT volunteers, Bill Smith and Sandy Chapman, working on a test excavation unit in structure number three – the cook's quarters at the Sherry and Gerry site. (Author)


N 20/W 40
N 20/W 20
N 20/E 00
N 20/E 20
N 10/E 3.5
POSSIBLE
FOREMAN'S CABIN
/STORAGE #4
TEU 5
TEU 10
TEU 9
TEU 11 6
COOK'S QUARTERS
/STORAGE #3
OXEN HOVEL
#5
TEU 2
N 00/W 20
N 00/E 20
TEU 7
DINING ROOM
KITCHEN #2
TEU 4
TEU 1
TEU 8
TEU 3
S 20/W 40
S 20/W 20
S 20/E 00
S 20/E 20
BUNKHOUSE
#1
S30/E 10
GRID
NORTH
10°
MAG NORTH
TERRACE
HILLS POND
CREEK
10 5 0 10 Meters
SCALE
LEGEND
DATUM - 00/00
PIT/BORROW PIT
GRID COORDINATES - METERS
LOWLAND
TEU-TEST EXCAVATION UNIT
EARTHEN BERMED FOUNDATION
PROFILE FROM S 30/E 10 TO N 10/E 3.5
MOUND
ELEVATION
100
99
0 5 10 15 20 25 30 35 40 45
DISTANCE (METERS)
S 30/E 10
N 10/E 3.5

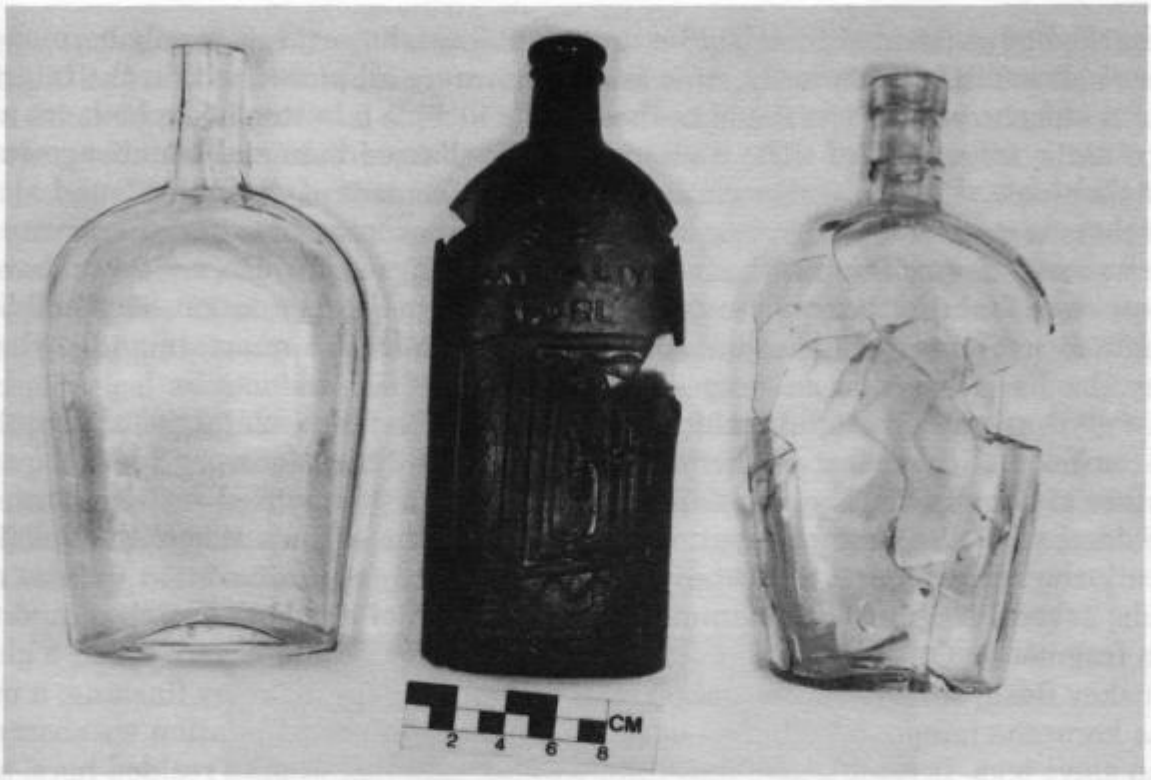
building foundation. The TEU's were numbered sequentially and varied from one by one meters (TEU Numbers 10 and 11), to one by four (TEU Numbers 1, 7 and 8). In all, 29 square meters of surface area was excavated, representing .010 percent of the site area. The depth of each unit was also highly variable, with some units excavated to only five centimeters below surface, others to as deep as 73 centimeters beneath the surface.

Structure Number One is the southernmost of three aligned buildings that parallel the terrace associated with Hills Pond Creek. It is the second largest of the camp's buildings; the interior dimensions measure approximately 84 square meters. Like the other foundations, there is no surface evidence of collapsed or remnant building material. The foundation itself is marked by pronounced earthen berms, with gaps approximately a meter in width at each end of the building, probably the locations of doorways. Another obvious feature of structure number one is a well defined conical earthen mound approximately a meter in diameter and raised perhaps a meter above the ground surface. This mound is centrally placed within the building's interior and apparently served as a base or platform for a wood burning stove.

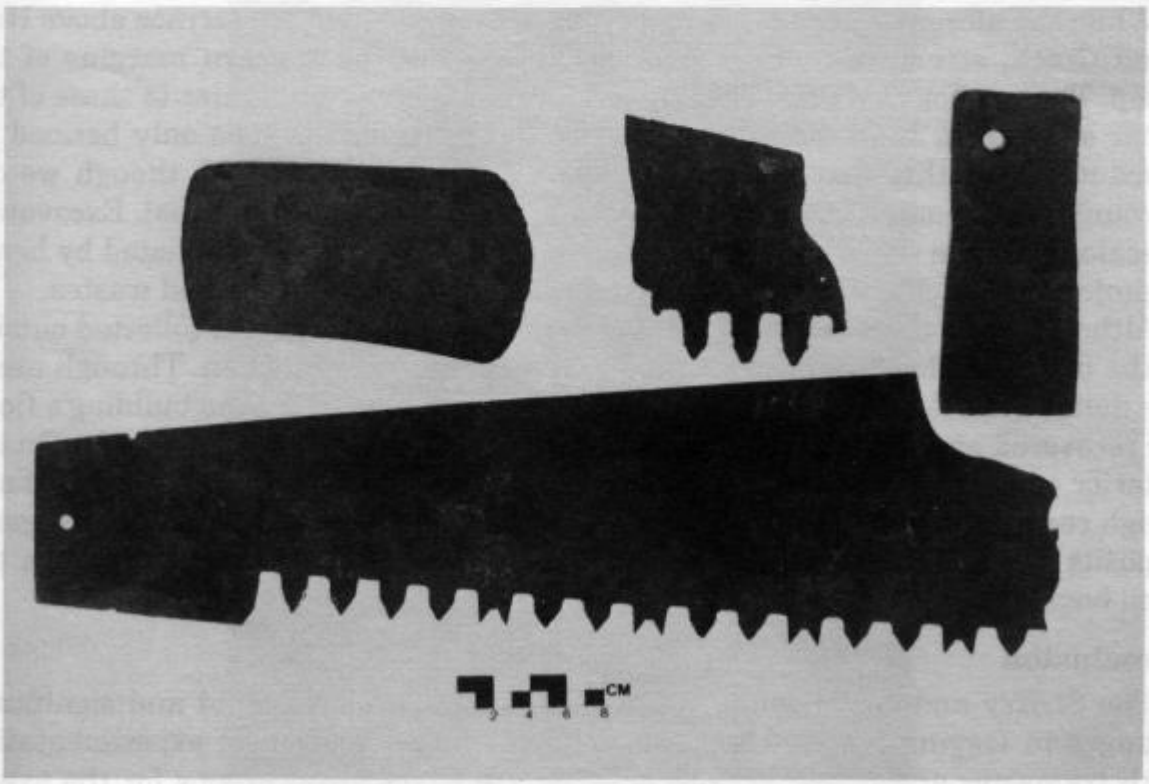
Excavation in structure number one uncovered a range of cultural material that included a logging wedge, window glass, bottle glass, tin cans, cut nails, a small clover shaped metal medallion, buckles, crockery fragments, buttons, and a pocket knife. Surface collected material from outside the unit, but within or directly adjacent to the building, included a part of a grinding stone, a wash board, a piece of stovepipe chimney flashing, oxen shoes and a hasp from what appears to be carpet bag. Located directly on top of what we called the stove platform was a cast iron (hollowware) kettle. Based on the artifacts and the known layout of other mid to late 19th Century logging camps, we identified structure one as the bunkhouse.

Structure number two is the camp's largest building with approximately 96 square meters of interior space. Like structure one (the bunkhouse), it has an entranceway at each end marked by gaps in the bermed foundation. While the gap on the south end of the foundation is placed within the center, that on the north end is offset and somewhat wider than the other. Besides the foundation itself, there is a conical earthen mound within the building, placed somewhat central to the south end of the interior. Our assumption is that this too served as a platform for a wood burning stove. The space between this building and the bunkhouse consists of a raised earthen platform, which marked the dingle or breezeway between the two structures. Artifacts recovered from test excavation units in structure number two included a metal knife, fork, and spoon (tableware); crockery shards; pane glass; parts of kaolin pipes; mammal bones; lamp parts; and cut nails and fragments of sheet metal. Interestingly, a complete glass whiskey flask was found within the berm itself. All evidence suggests that structure number two functioned as the camp's kitchen/dining room.

The placement of structure number three suggests an association with the dining room/kitchen, and there is a earthen platform that appears to connect these two buildings in some manner. Like structures numbers one and two, the foundation



Relics uncovered at the Sherry and Gerry site included several whiskey flasks and a Warner Safe Kidney and Liver Cure. (Courtesy Nicolet National Forest)



Single bit axe head, felling wedge, and crosscut saw fragments uncovered at the Sherry and Gerry site. This is the earliest archaeologically documented use of the crosscut saw in Wisconsin. (Courtesy Nicolet National Forest)

is marked by earthen berms. Unlike those buildings, however, it is only bermed on three sides. TEU numbers six, nine and eleven were all placed within the interior of this structure. Artifacts found in these units include a button hook; both cut and wire nails; fragments of wire; a picture frame; charred mammal bone fragments; and an amethyst-colored shot glass. Dispersed placement of wire nails found along the eastern interior wall may suggest some attempt at "personalizing" the structure, i.e. a possible association with shelving, wall hangings or furniture. Several barrel hoops were found both within and directly adjacent to the foundation. This building seems to have been a living quarters, probably the cook's quarters and perhaps may also have served as a storage area for barreled food products.

Of all the camp's remnant architectural features, the function of structure number four seemed at first most problematical. Its interior dimensions provide 35 square meters of floor space. The foundation is marked by a pronounced earthen berm on all sides, with an entranceway centrally placed on the eastern side of the building facing the cook's quarters. Material items recovered from excavation include cut nails; several fragments of mammal bone; a portion of a rubber overshoe; and tin can fragments. Outside these units, but within the foundation, were found a glass whiskey flask; several tin cans; a piece of metal stovepipe chimney flashing; a part of a kerosene lamp; and a barrel hoop. Just outside of the foundation we observed iron stove legs. It would seem most likely that the camp foreman resided here, and this may then have served as a place where camp records were kept, and perhaps some supplies, clothing, etc. for the camp.

While the aforementioned buildings were clustered along the terrace above Hills Pond Creek, structure number five was isolated in the western margins of the camp. Though not as well defined, it exhibits earthen berms similar to those of the other structures. Like the cook's quarters/storage building, it is only bermed on three sides. Neither domestic nor personal items were recovered, though we did encounter fragments of pane glass, cut nails, cinder and wood charcoal. Excavation revealed that the upper 15 to 20 centimeters of the unit were dominated by heavy organic soils which appeared to be associated with animal fodder and wastes.

Although time permitted only limited excavation here, artifacts collected outside of the unit provided convincing evidence of this building's function. Through use of the metal detector and upon clearing leaf and twig litter from the building's floor, we recovered oxen shoes, chain links, a cant hook collar and a wagon axle. On the exterior edge of the building's western wall, we uncovered the metal fragment of a sleigh runner. The artifact assemblage from this foundation and the heavy organic deposits within the interior strongly suggests that this structure served as the oxen hovel.

Conclusion

The Sherry and Gerry camp operated during a period of rapid and significant changes in logging – increasing use of horses in place of oxen; experimentation with tramways and pole railroads; substitution of the crosscut saw for the axe in felling; the introduction of ice roads and larger sleds and loads; larger and larger

crews and camps; and the development of a standard architectural style for logging camps. Its tools and technology, architectural style, personal and domestic items, and other forms of material culture clearly reflect the transitional period in which it operated. As one of the earliest logging camp sites in the Lake States yet subjected to archaeological investigation, it provides considerable insight into the nature and form of these temporary industrial sites and suggests the lifestyles of the men who worked in them. The integrity of the Sherry and Gerry site, essentially pristine, gives it excellent potential from a research perspective for a variety of historical and archaeological studies on subsistence, recreation, ethnicity, technological adaptation and change, etc. Its association with Henry Sherry, one of the leading lumbermen of Wisconsin, gives it significance from a historical perspective. The accessibility of the site makes it potentially significant from an educational perspective – the interpretation of logging history for the general public. Finally, the project clearly demonstrated the feasibility, indeed the desirability, of interdisciplinary work between archaeologists and historical-cultural geographers.



Test excavation unit in structure number five – the oxen hovel at the Sherry and Gerry site. The large item in the center of the photo is the runner from a logging sled. (Author)

Logging Camp Subsistence and Foodways

By John Franzen

Introduction

The acquisition, preparation, and consumption of food is an integral part of everyday life for all humans. However, food assumed an importance on the logging frontier that appears to go far beyond simple biological need. Evidence from multiple sources repeatedly documents the preoccupation with food of loggers, their families, lumber company owners, camp operators and even casual observers. As one logger active around 1900 recalled: "We never got very far from thinking about grub."

This paper attempts to describe and explain certain aspects of logging camp life relating to food. It focuses on an area in the central and eastern Upper Peninsula of Michigan which is now the Hiawatha National Forest, and the period from about 1880 until the 1940s. The concept of "foodways" is used in order to provide a broad perspective that includes the beliefs, practices, and material objects associated with food.

It is clear that detailed studies of the logging industry are essential for a complete understanding of the historical development of the Great Lakes. For most of the area, the first widespread and intensive settlement by European immigrants was related to the exploitation of the area's vast forest resources. Logging transformed the landscape, and the physical remains left behind include logging dams, railroad grades, stump prairies, logging camps, and even logging towns. Logging camps, which were the center of activity in the forest, are especially numerous. Although very few structures remain standing at these sites, archaeological traces are abundant. There are also many corporate and personal documents available, such as ledgers, inventories, correspondence, notes and maps that relate to logging history. The firsthand memories revealed by oral history are another source of information that is often neglected.

Over the past fifteen years the Hiawatha National Forest in Michigan's Upper Peninsula has sponsored much archaeological and historical research related to the lumber industry. This research has had three major objectives:

1. To locate, evaluate, and protect archaeological remains of logging activity that may be eligible for the National Register of Historic Places.

2. To provide information needed for interpretive projects such as public programs, brochures, exhibits, and signs.

3. To provide information on the influence of historic logging on the ecosystems now managed by the Forest Service.

Although the physical or ecological impact of logging in the northwoods was profound, the social and cultural effect on the area was equally dramatic. Studying

foodways is a way to help understand some of these effects in terms of everyday life in the logging camps. Previous studies have tended to either over-generalize or else dwell on the specifics of very narrow bodies of data. Many popular accounts have been poorly referenced and anecdotal. This paper uses a wider variety of data sources than many previous studies. It also tries to provide both specific examples as well as some careful generalizations.

Research Design and Methodology

This study is similar to recent interdisciplinary efforts by social historians because it uses the data and methods of history, anthropology and archaeology. Recent research on the Hiawatha National Forest includes two sources that haven't been fully utilized in the past: archaeology and oral history. The archaeological data included here is summarized from a previous study of surface collections from logging camp sites damaged by illegal relic hunting activity. The information from historical documents, publications, and personal accounts is based on research done for various past studies by Karamanski and Franzen. These studies also include detailed descriptions of archaeological and historical methodologies. The oral history component of this study is based on interviews completed in conjunction with Karamanski's work and an additional series of interviews conducted by Anthony Godfrey of US West Research in 1991.

Historical Evidence – Food

Because the loggers thought is was important and because discarded bones are likely to be evident in the archaeological record, meat use is emphasized in this study. Documents and oral history contain many references to the meat available in logging camps. Fresh meat, as opposed to meat preserved by salting, pickling, or drying, is offered by Conlin as one marker of the major transition in food quality that occurred between 1870 and 1890 in the Great Lakes. This transition was very much dependent on the development of local agriculture and transportation networks. A timber cruiser who visited many large corporate camps in the 1920s and 1930s in Northern Michigan states: "They used to have butchers deliver the meat right there – they had fresh meat all the time." He also indicates the importance of transportation in this process: meat was delivered periodically by "railroad or some kind of supply road." Another logger who worked in the 1920s and 1930s near St. Ignace, Michigan, also remembered that most camps had good food, but that "once in awhile you'd run into someone that was fed very cheap, they tried to feed you salt pork and bean soup at least twice a day."

It seems that after transportation networks and local agriculture had developed, reliance on preserved meats was usually associated with relatively small-scale logging operations. Bertha Harding described the food at a 12-man camp occupied around 1905, about 20 miles northwest of Manistique, Michigan: "Dad used to buy this corned beef and he used to buy pigs, salt them down for pork." At another small camp (c. 1896) of 8 to 10 loggers in northern Michigan where one of their wives served as cook, "all meats were salted in heavy brine." A logger who worked in northern Wisconsin during the early 20th century stressed the quality of food in

logging camps, but admitted that "some so-called haywire jobbers fed their men on beans, cabbage, and salt-pork."

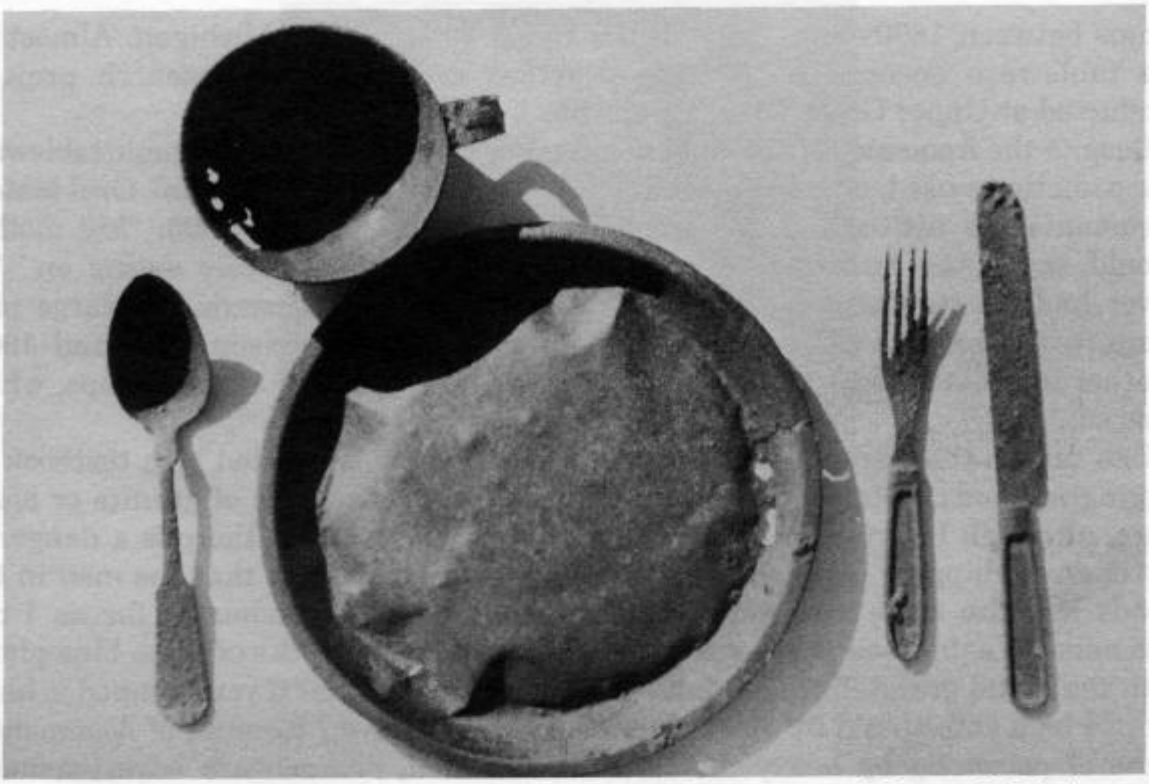
It is clear that domestic species were preferred for meat. Wild game was most important during the early Pine era and some accounts mention the hiring of a "camp hunter." However, in later years only some of the "jippos (small operators)" offered venison. One reason cited for this was that venison was considered to be "highly laxative" and not as "substantial" as beef. A logger active during the 19th century in northern Wisconsin recalled being served venison that was "tough as hemlock bark and tasted like a mixture of pine cones and turpentine." Early 20th century accounts from the Upper Peninsula of Michigan confirm a desire by both camp foremen and employees to avoid venison. Like preserved meats, it appears that wild game was characteristic of either very early logging operations or later small-scale or otherwise marginal operations that were unable or unwilling to provide the fresh domestic meat preferred by the loggers.

In some cases, archival documents provide a detailed picture of the food being served. Complete inventories of cook camp supplies are available for some of the logging camps operated in the study area by the Cleveland Cliffs Iron Company in the 1930s. For example, an inventory of supplies on hand at camp 196-7 on March 28, 1937, lists 500 pounds of fresh beef, 150 pounds of dry salt pork, 100 pounds of smoked ham, 40 pounds of bacon, 55 pounds of bologna, 50 pounds of pork sausage, and 5 kegs of pig's feet.

Information on food served by this company during the 1930s is particularly interesting because they were one of the major targets of the 1937 Timber Workers strike. A recent study of this strike cites one worker's complaint about Cleveland Cliffs camps: "In the three years that I have been employed by this company, I saw fresh fruit only once, and that was when they served apples." However, the foods listed in inventories suggest that although fresh fruit may have been lacking, the food provided was more than adequate in terms of both quantity and variety. A recent oral history interview also indicates that food was not the main issue in this dispute. The interviewee remembered that "the company fed good," including "lots of meat: steak, pork chops, whatever you wanted and plenty of everything. Everyday pies, every meal you get any kind of pie. That's one thing, the camps really fed." He recalled that the strike was "mainly over living conditions," and gave bunkhouses built on railroad flatcars as an example. He described them as narrow, crowded, and always too hot or cold. In the summer, pigs kept by the company to supplement cook camp supplies would sleep underneath these flatcar bunkhouses.

Historical Evidence – Tableware

Foodways also include choices about the material culture associated with food consumption. The tableware used at the camps is the other aspect of foodways selected for archaeological and historical research, in large part because of its abundance at some vandalized sites. Some accounts of logging camp foodways give the impression that tinware or enamelware use was universal. Numerous written and oral sources document the widespread use of metal tableware at logging



Examples of the metal tableware commonly found at the sites of logging camps. (Courtesy R. Rohe)



Ceramic tableware, however, was sometimes used and was evidently considered preferable to metal. (Courtesy R. Rohe)

camps between 1890s and 1930s in the Upper Peninsula of Michigan. Almost all the tableware encountered during previous archaeological research projects conducted at Upper Great Lakes camps has been non-ceramic.

Despite the frequency of accounts mentioning metal tableware, ceramic tableware was sometimes used, and was evidently considered preferable to metal. Oral history documents the attitude of one small camp operator around 1905: "My mother (would say): 'Any human being should have a dish worthwhile eating on.' We never had tin cups and tin plates. No. No, No, No." In describing a large pine camp in the eastern Upper Peninsula which operated between 1896 and 1902, another informant recalled "We also had china dishes – unlike most camps, which used tin."

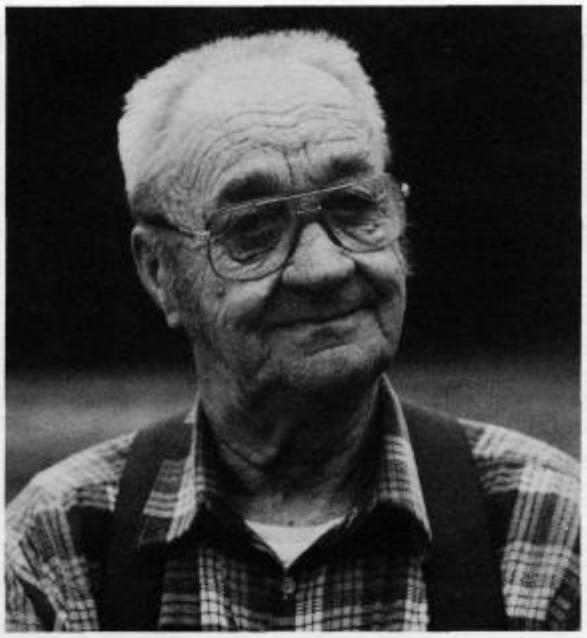
One reason that ceramic tableware was preferred is suggested by a textbook on logging methods: "Dining plates and serving vessels often are of granite or agate ware, although heavy china is considered preferable because there is a danger of the enamel chipping off granite ware." Oral history indicates that the men in the woods had the same concern: "Most of them had metal dishes as far as I can remember, Yeah. Even the company camp, yep. Oh yes, stacks of them blue plates with the metal granitelike, you know-sort of an enamel that if you bumped it hard, there'd be a chip that'd fly off of it, like an enamel stove." Because of documented cases of poisoning by heavy metals in the enamel, enamelware advertisements often focused on reassuring potential customers. The 1908 Sears Roebuck Catalog guaranteed their enamelware to be "chemically pure and free from all poisonous or harmful ingredients." However, one reason camp operators may have preferred metal was because of the frequency with which ceramic dishes were broken.

Two interviewees involved in jobber camps that supplied both the Cleveland Cliffs Iron Company and the Bay de Noquet Company provide additional insights. They document that camp operators sometimes changed to more substantial types of tableware. When they first started out in the logging business, camps operated by the Haapala family used tin tableware that got "kind of rusty" and were replaced with enamelware and stainless steel. A similar sequence is documented for an operation run by the Debelak family between 1910 and the 1930s. First they used tin, then enamelware, and finally ceramic tableware. Two characteristics of ceramics are explained by Frank Debelak: "They were real thick. I guess it helped for keeping the coffee warm or something – real thick cups. And then the plates were the same – we would break a lot of them, you know."

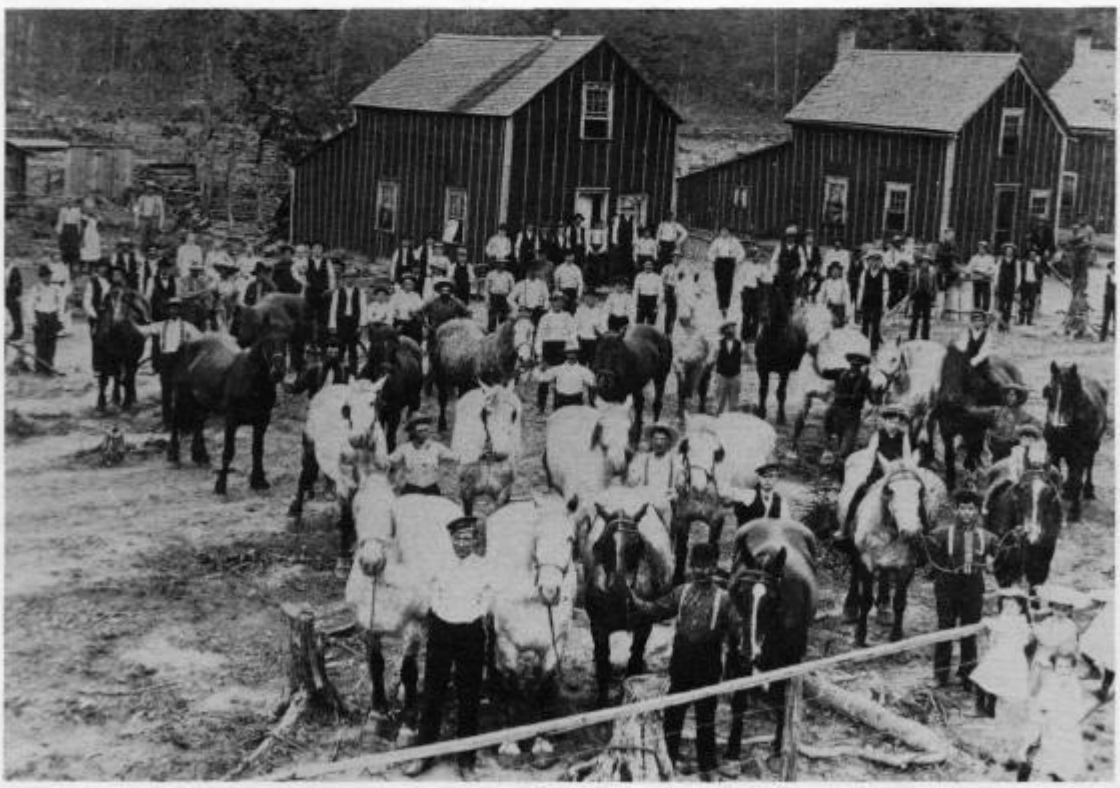
These interviews document some of the various perceived advantages and disadvantages of different types of tableware and the tendency for some 20th century camp operators to try and improve camp conditions. This trend may be a result of factors like increasing financial resources of camp operators, the preferences of the workers for more substantial tableware, changes in the labor supply, and worker activism.

Archaeological Evidence

Archaeological evidence from logging camps can serve several purposes. Besides providing data about camps and companies not mentioned in written accounts and



One source of information on logging camp foodways are informants like Neil Haapala, who ran Finnish logging camps in northern Michigan. (Courtesy A. Godfrey)



The sites of abandoned logging settlements like Coalwood, which the Cleveland-Cliffs Iron Company established near Stillman, Michigan in 1900, offer additional data on logging camp foodways. (Courtesy Marquette County Historical Society)

oral history interviews, it also can be used to see how accurate various documents and memories may be. The use of archaeological data makes it much easier to collect enough data to permit studies of particular areas, companies, or specific camps.

The archaeological data summarized here comes from surface collections of faunal remains and tableware made at nineteen logging camp sites in the Hiawatha National Forest. Included are nine pine era camps (c. 1880-1900) and ten hardwood era camps (c. 1900-1930). Three major pine era companies are included (Van Winkle and Montague, Chicago Lumber Co., and the Bay de Noquet Co.) and two major hardwood era companies (Bay de Noquet Co. and Cleveland Cliffs). Although the samples collected are relatively small and not necessarily representative of entire sites or companies, the results provide a good example of the archaeological value of logging camps. All these sites have been impacted in varying degrees by illegal digging and collection of artifacts by relic hunters. Animal bone was not as abundant as tableware on the surface of sites because it deteriorates much more rapidly.

Tableware

The ceramic assemblages collected during this project are dominated by plain white earthenware. Most of it is a relatively hard paste variety often referred to as "Ironstone" in advertisements and catalogs of the late 19th and 20th century. The use of "Ironstone" in logging camps is not surprising since it was cheap and durable. It was also used in hotels, steamboats, and mess halls. Nineteenth century advertisements emphasize that it remains white even when chipped, and many sherds included in this study exhibit wear showing they were still used after they became chipped.

Fragments of white earthenware were abundant only at the 19th century camps operated by VanWinkle and Montague and at the two latest (c. 1930) Cleveland Cliffs camps included in the study. As might be expected, plates, cups, and saucers were the most common vessel types represented. Cups include examples both with and without handles. Makers' marks on white earthenware sherds from pine camps are abundant and dominated by firms from England and Ohio.

The remainder of the earthenware collected consists of tan, buff, or yellow paste wares. Based on their glazes, these are classified as either "yellowware" or "Rockingham," and are considered common or utilitarian wares. All identifiable vessels of Rockingham or yellowware are forms used for cooking and serving, such as pitchers, nappies, oval bakers, and bowls. With the exception of one sherd, all yellow and tan earthenware was found at 19th century pine camps. One Rockingham sherd from a pitcher handle is molded in the shape of a "gargoyle." Fragments of a Rockingham pitcher are decorated with molded relief depicting running stags and a dog.

Enamelware and tinware vessels collected include a large number of straight sided pans. The deeper examples of this form are classified as "pudding pans" and the shallower as "milk pans." Photographs taken in Great Lakes logging camps provide documentation that these forms were used in conjunction with plates as part of individual place settings and also for serving. Some photos also document



Period photos provide yet another source of information on logging camp foodways. (Courtesy R. Rohe)



Archaeological excavation at logging camps often yield numerous artifacts related to camp subsistence including patent medicines like this tar honey (chlorinated) of HW Long M.D. & Co. (Courtesy R. Rohe)

mixed table settings including both ceramics and tinware. The tinware bowls found appear to match a form referred to as a "dipper bowl or tea basin" of stamped tinware. Even though they held over a pint, these may be the "ordinary tin teacup of the lumbering region," described by an amazed 19th century observer as "inferior in size only to a hand basin."

These samples collected suggest that the company policy of VanWinkle and Montague was to supply cook camps with ceramic tableware while the other two pine era companies included in this study did not. At the hardwood era camps, a pattern is suggested by the appearance of white earthenware during the mid-1920s at Cleveland Cliffs Iron Company camps. Two sites firmly dated to the late 1920s were dominated by white earthenware while their earlier camps were dominated by enamelware. In contrast, all Bay de Noquet Company hardwood camps show dominance by tinware. It seems ceramics were more common than some written sources indicate and their presence was common to groups of camps operated by the same company and not just a peculiarity of individual camps.

Faunal Remains

Faunal remains were recovered from vandalized areas at four of the pine era logging camps being studied. These were identified by specialists at the Illinois State Museum. Of the 45 bones that could be identified as to species, 43 were from cattle (Bos taurus). In terms of 19th century retail values, the cuts of beef represented suggest relatively low status, but fresh beef of any kind was apparently preferred over wild game or preserved meat. The massive and relatively low value cuts of beef suggest an abundance of roasts and stews, likely choices for feeding a large number of people. For some early 20th century camps supplied by the farms originally established by Lewis VanWinkle, we have a description of how meat was distributed: "The cattle were slaughtered and butchered here in Garden, and then Mr. Octave Boudreau would load the meat in his express wagon and head for the camps, but not until he had also loaded scraps of carcass to throw off to the wolves and coyotes that followed his wagon and threatened with menacing growls to attack him."

Although these samples are small, the dominance of beef is striking and probably reflects the loggers preference for fresh domestic meats. Much larger samples of bone from laborers' houses at Fayette, a late 19th century iron smelting village near the study area, also show beef as dominant, even though pork was probably less expensive. Martin suggests that company policy, ethnic factors, or local environmental factors could have resulted in beef being more available than pork. Although hogs can survive in Michigan's Upper Peninsula, the area is much better suited to raising cattle, and it is classified as a "dairy-hay-potatoes" region.

Conclusions

In general, recent interdisciplinary research on the Hiawatha National Forest confirms some of the previously published expectations regarding food in lumber camps, such as that offered by Ryan. For example, oral history interviews suggest that the food was generally good during the 20th century, with certain exceptions

that seem related to smaller scale operations. However, much detail was found to help provide a more focused and balanced view of camp foodways than is usually available.

Besides greatly expanding the data available on specific camps and company policies, the research summarized here has illustrated some of the major variables influencing logging camp foodways. These include: time period (which is associated with the nature of transportation networks and the extent of local agricultural development), the scale of particular logging operations, and the policies of the camp owners or operators.

Archaeological evidence has greatly expanded our ability to consider conditions in 19th century camps. For example, one of pine logging companies included in this study offered two features that the loggers preferred: fresh beef and ceramic tableware, even though they were occupied before railroads penetrated the interior when supplies had to be hauled by wagon or sleigh. Although limited by a lack of documents and comparable archaeological evidence, some explanations can be suggested. Lewis VanWinkle is known to have taken personal pride in his operations and he was operating during the peak pine logging years when labor was, at least occasionally, in short supply. VanWinkle and Montague was the smallest of the pine logging concerns included in this study and apparently the only one which operated a farm to supply camps. A greater sensitivity to worker foodway preferences appears to distinguish this company from the other pine era concerns considered.

Among the hardwood era camps investigated, the most significant patterns discovered were the dominance of tinware and enamelware at most camps occupied during the teens and twenties and the appearance of white ceramic tableware at certain corporate and jobber camps during this period. This trend is revealed by both archaeology and oral history and it very likely would not be apparent from written records alone. Possible causes are: labor shortages, the influence of recent immigrants, changes in cost, and increased activism by workers during this period.

By combining archaeology, oral history, and written documents, studies can reveal some of the abundant and richly detailed information available for the logging era. This sort of interdisciplinary study is important because the logging frontier is a place where one of most significant processes in American history was played out: the experience of workers, including many recent immigrants, in adapting to and influencing industrial organizations.

The topic of camp foodways is of more than academic interest to people living in the northwoods of Michigan, Wisconsin, and Minnesota. Many of our ancestors spent years in logging camps where meals were perhaps the most enjoyable events during long days filled with hard work. This part of our regional heritage remains alive in ways such as Grandma's old recipes, the "lumberjack breakfast" at the local restaurant, artifacts hidden beneath the leaves on the forest floor, and the memories of the "cook camp" shared by "old timers."

Unearthing Forest History: *"Passport In Time"* Volunteers

By Luke Heckenkamp

What does a fur trade cross, a mining town bottle, a Civil War miniball, an Indian Wars' belt buckle, a logger's clay pipe and an Archaic Indian projectile point have in common? They are just a few of the many historic and prehistoric artifacts unearthed by volunteers over the last five years in the Passport in Time Program. Passport in Time (PIT) is a partnership between the USDA Forest Service and CEHP, Inc., (Conservation, Environment, and Historic Preservation), a professional clearing house in Washington, D.C.

The Forest Service has the responsibility not only for managing millions of acres within the National Forests, but the thousands and thousands of historical and archaeological sites found within them as well. The Forest Service initiated a program to utilize volunteers to help preserve these nonrenewable and fragile legacies of our nation's heritage. The primary objectives of PIT are:

- to provide a unique and rewarding recreational experience
- to improve public understanding of the fragile nature of heritage resources
- to foster a "Conservation Ethic" towards archaeological and historical sites
- to improve public understanding of Forest Management

A professional archaeologist heads each project and often geographers, historians or other professionals co-direct the effort.

PIT began in 1989 as a regional project for the Forest Service-wide "Windows on the Past" outreach initiative. That year five National Forests participated – the Superior, Nicolet, Ottawa, Chippewa, and Chequamegon. Public response was so great that in 1990 the Uinta in Utah and the Chattahootchee – Ocone in Georgia were added as test cases for other parts of the country. In 1991 PIT went national with over 35 projects in forests across the country. During the fall and summer of 1992 the program grew to almost seventy projects on fifty-four national forests in twenty-four states.

The projects are as diverse as the forests themselves. You may choose among activities such as archaeological excavation, site mapping, drafting, laboratory and art work, collecting oral histories, restoring historic buildings, library archival research, exhibit design, or archaeological site monitoring. The projects vary in length from a weekend to one month, sometimes longer. Often PIT volunteers will be used during the winter months for cleaning, analyzing and labelling artifacts from the previous summer's excavations.

Unlike many volunteer programs, there is no registration cost or fee for the Passport in Time program or its individual projects. Being a PIT volunteer requires only an interest in history. Past volunteers have ranged in age from grade schoolers to octogenarians, and have included teachers, students, retirees, waitresses, doctors, mill workers, painters, domestic engineers, etc. They come from every background and from almost everywhere. Some people so enjoy their experience that they



PIT volunteers, Luke Heckenkamp and Fred Swanson, surveying a grid at the Sherry and Gerry site. (Courtesy R. Rohe)



The sites of logging camps like this one are just one of the numerous types of prehistoric and historic sites that have been part of PIT projects over the last few years. (Courtesy R. Rohe)

participate year after year. Volunteers often possess skills that notably contribute to a project's success. PIT projects in the Nicolet National Forest, for example, have been enhanced by participants with an aptitude for surveying, drawing, photography, metal detecting, etc. PIT projects are typically open to the public for at least part of their duration. Those on the Nicolet National Forest have attracted up to 1,000 visitors. Often the projects generate interest by the news media. WLUK TV Channel 11 Green Bay, for example, has done several segments on projects in the Nicolet. ***The Wisconsin Outdoor Journal*** did a full-length article on the Boulder Lake Project in 1991.

The Violet Road Project, which ran between August 9-20,1993, on the Nicolet National Forest provides a good example of a fairly typical PIT project. This multicomponent site contains a Woodland Indian encampment, and a 19th century logging camp, possibly built in the late 1860s or early 1870s. It is located along the North Branch of the Oconto River just off Highway 64 about a mile south of the junction of Highways 64 and 32. In 1982 Fred Sheridan of the U.S. Forest Service discovered prehistoric material along the north side of the North Branch of the Oconto River in an eroding sand slope. He recorded the site and named it the Violet Road site for a nearby road. Three years later Kim Schoenebeck, of the Lakewood Ranger District, while monitoring the site discovered a chert projectile point of a type commonly referred to as Synder. In 1987 a team of archaeologists from the University of Wisconsin-Milwaukee evaluated and conducted limited fieldwork at the site, including three test excavation units. Their investigation disclosed both prehistoric and historic material. Despite all the activity at the site, its logging component remained undiscovered until 1992. That year while again monitoring the site, Kim Schoenebeck discovered a 17 x 8.5 meters earthen berm foundation and several obviously related depressions or pits-the remains of a 19th century logging camp.

When the Nicolet National Forest chose the Violet Road site as one of its *"Passport in Time"* programs for 1993, it had several goals in mind. First it hoped to determine the integrity of the site. Second, it intended to ascertain when the logging camp operated and to identify its component parts. Third, it wanted to determine the exact nature of the Indian occupance, whether short or long term, whether seasonal or permanent, etc. Fourth, it hoped to obtain some datable material to more precisely date the period of Indian occupancy. Finally, it expected to verify whether either the historic or prehistoric component would make the site eligible for the National Register of Historic Places.

Previous work on the Indian component at the Violet Road site identified it as Woodland Tradition. The Woodland People developed the most extensive prehistoric culture in Wisconsin and remains of their culture are found throughout the state. They primarily lived in small, nomadic bands devoted principally to hunting and food gathering, with fishing especially important in some areas. Although they tended a few garden crops, they were not full-fledged farmers who depended mostly upon agriculture for a subsistence. Their artifacts show the use of many indigenous materials such as quartz, jasper, quartzite, flint, slate and chert. They

engaged in trade for lithic materials not readily available in Wisconsin. Their tools included copper awls, fish hooks, projectile points and knifes. It's possible that Middle Woodland Indians provided the large quantities of copper that the Hopewell people to the south intensively utilized. Perhaps, too, they supplied fish, furs, and wild rice to the southern peoples.

Some villages, especially of the Late Woodland, saw repeated use on a seasonal basis for a long time and occupied sites covering up to forty acres. Their dwellings included a type of wigwam made of a framework of poles covered with mats and bark. Some Woodland Indians buried their dead in cemeteries, while others used earthen mounds, usually conical in shape.

They manufactured large quantities of fired pottery, usually of rather plain design. These peoples made pottery vessels that were tempered with crushed rock ("grit") and were basically globular or roughly conical in form, made by a process leaving surfaces covered with the marks left by the use of a cord-wrapped paddle, and decorated by various sorts of pinching, stamping, impressing, and incising techniques. Under this definition, the Woodland tradition began with the earliest appearance of pottery manufacture in Wisconsin, some time between 1000 B.C. and 500 B.C. It follows that with the adoption of pottery making, other aspects of culture may have undergone substantial change. Greater residential stability, perhaps with innovations in food harvesting, preparation, or storage may have been associated with the advantage afforded by ceramics.

The Woodland tradition in our state lasted for some 2000 to 2500 years, and since it includes rather diverse sorts of prehistoric cultures, many, but not all, archaeologists divide it into the following stages: Early Woodland, from about 600 B.C. until about 100 B.C./A.D. 100; Middle Woodland, from about 100 B.C./A.D. 100 until around A.D. 500; and Late Woodland, from about A.D. 500 until the time of contact with the Europeans. The finds at the Boulder Lake site, for instance, included several trade beads. The transition from the Archaic to the Woodland tradition in the Midwest is marked by the adoption of pottery manufacture, earthen burial mounds and plant cultivation. Archaeologists have defined the Early Woodland stage on the basis of the earliest association of these three characteristics. Unfortunately, the data on Early Woodland in Wisconsin are far from clear. There is evidence for possible early mound construction and associated pottery in the Late Archaic. Pottery similar to the earliest pottery of Illinois, Indiana, and Ohio has been found in southern Wisconsin, but there is little evidence for mound building until about A.D. 1. Moreover, virtually no information has been recovered regarding the cultivation of plants by Early Woodland people in Wisconsin.

Tarlton Jones of Oconto first acquired the parcel of land now known as the Violet Road site by US Patent in 1854. For most of the next twelve years, Jones or a relative held title to the property. Although Jones was involved with his brother and father in an Oconto sawmill, he apparently didn't log the land, but rather held it for speculation. The Oconto Company of Oconto acquired the tract by warranty deed in August 1868 and held it until into the 20th century. The Oconto Company logged along this part of the North Branch in the 1860s and it's likely that this company built a logging camp here.

The Oconto Company was incorporated in 1867 with a capital stock of $250,000 (subsequently increased to $1,000,000 in 1884). George Farnsworth became its first president and served in that capacity until 1886. The Oconto Company was actually an outgrowth of Farnsworth's early lumbering activities at Oconto. In 1856 R. M. Norton, H. S. Durand and others of Racine employed Farnsworth to supervise the building of a $25,000 sawmill at Oconto, and later to manage it. As a result of the Panic of 1857, the company lost heavily and in 1858 sold the mill properties to L. St. Ores for $3,250. He in turn sold a one-half interest to George Farnsworth and the firm of Farnsworth and St. Ores came into being. Later, John Sedam purchased the St. Ores's interest for $4,000 and the firm became Farnsworth & Sedam. The business flourished and after several years Farnsworth purchased his partner's interest for $20,000 and immediately sold it to Nathan Mears, Eli Bates and James C. Brooks for $28,000. The firm thereby became Farnsworth, Mears & Co. The company grew until its assets totaled $250,000 at which time they incorporated the Oconto Company. In the '70s, the Oconto Company typically cut 20,000,000 to 23,000,000 feet of lumber a year, mostly white pine. After 1881 it cut more and more hemlock and hardwoods. The company operated until the 1940s.

During June 1992 with Dr. Randall Rohe of the University of Wisconsin-Waukesha, I metal detected the site to determine the probable extent of its logging component and ascertain logical places to place the test excavation units later that summer. We pin flagged all positive metal signals and archaeological technicians, Kim Potaracke and Keri King, mapped them. Later, PIT volunteer Fred Swanson, a retired civil engineer, helped Kim select a datum and laid out a ten meter grid to encompass the site. On Monday, August 8, the rest of the volunteers met on the site. An introduction to archaeological methods and techniques and a site orientation took place the first day. Forest archaeologist Mark Bruhy gave volunteers an overview of the Indian occupation of the site and Dr. Rohe discussed the logging camp component. Later, a soil scientist provided insight into the site's physical setting at the time of the first human occupance.

Next, the volunteers cleared brush and other vegetation inside and around the berms of the logging camp. Bruhy, Potaracke, and Rohe determined where to place test excavation units and directed the volunteers in laying them out. Two to three people worked in each one by one-meter square excavation. Using hand trowels, pruning shears, dust pans, and buckets, the volunteers carefully and in a systematic manner excavated one centimeter at a time to a depth of 3 centimeters or one level. The total depth excavated varied between test excavation units and ranged from three levels (9 cm) to seven levels (21 cm) in the logging component and from two levels (6 cm) to over 33 levels (100 cm) at the Indian component. Generally, excavation continued until a level yielded no or very few artifacts and continued excavation seemed unlikely to yield any additional cultural materials. Because of the belief that a dunal tract occupied part of the site, one excavation reached a depth of 100 cm to determine the presence or lack of a buried soil.

The Woodland tradition in northern Wisconsin is only beginning to be understood.

The very different environmental conditions in the north apparently strongly influenced the development of the Woodland tradition here and resulted in notable differences with that which evolved in southern Wisconsin. That is why work like that at the Violet Road site is so vital. Unfortunately, compared to the logging camp component of the site, the test excavations in the Indian component yielded a relatively meager amount of cultural material. The tip of a chert knife, a chert scraper, a number of quartz and chert flakes, some fire-cracked rocks were about all that was found. So far the evidence indicates that Indians used this site temporarily and seasonally as a small encampment for food processing. Further work, however, needs to be done before any definite conclusions can be drawn.

Most test units in the logging component were placed in likely activity areas where the loggers might have dropped or lost items or disposed of their garbage or trash or where the metal detector survey indicated an especially large concentration of metal objects. Each component of the structure had breaks in the berm that appear to be the location of doorways. At least one unit was placed in each of these. The units in the tentatively identified bunkhouse yielded buttons, clay pipe fragments, suspender straps, part of the frame of a carpet bag, and other artifacts which confirmed that function. The excavation in the doorway of the proposed kitchen-dining hall yielded numerous bones (many showing evidence of cutting), fragments of ceramic bowls or cups, numerous pieces of crockery, stove parts, tin cans and other items consistent with a use as a kitchen-dining hall. The TEU in what appeared to be the root house produced tin can parts, glass bottle shards, clay pipe fragments, tin lids, etc.

Kim Potaracke and Randy Rohe decided to excavate one of the pits that the loggers dug for material for the berm since its location afforded a convenient place for the disposal of trash. As expected this unit contained a wide range of material, almost all of it broken or damaged, including bottles, clay pipes, tin cans, glass lantern shades, etc. A total of twenty-four test excavation units were dug. Everything uncovered in the course of the excavations that might be of archaeological significance was recorded, mapped and bagged. The excavated dirt was put in buckets and screened to make sure that nothing was missed. Each level was usually photographed in both black and white and color. The soils were described and identified according to the Muncil color chart. Keri King sketched soil profiles of most of the TEUs. In one unit which cut into what was probably a logging road, she discovered what appeared to be a rut of an ice road. The earliest documented use of ice roads in the Oconto River Valley is 1875, so further work at the site might confirm an earlier date.

At the end of the project all excavation units are filled and within a few years it will be difficult to tell that the area had ever been excavated. The artifacts removed from the site will be cleaned, cataloged, and studied. Those not curated will be returned to the site. Forest personnel will monitor the site on a regular basis to prevent natural or human disturbance.

The artifacts uncovered at the Violet Road site generally confirmed the pre-excavation proposed function of the different components of the structure. Although excavations didn't yield any artifacts with a specific date, those artifacts uncovered

were consistent with a logging camp of the late 1860s and early 1870s – oxen shoes, single bit axes, square nails, kaolin pipes, hole-in-the-top cans, etc. One of the test excavation units that I worked in yielded some especially interesting material.

Test excavation unit 15 in the proposed root house produced several buttons, a fragment of a comb, a straight pin, and other items possibly belonging to a woman. The documentary record gives no indication that women were in the logging camps of the Oconto River this early. However, there is historical documentation of women in the logging camps of the Wolf River as far north as Langlade as early as 1873. So certainly the possibility exists that there were women in the Oconto River logging camps a few years earlier. Unfortunately, we ran out of time before we could put in another unit next to T.E.U. 15 to find additional evidence. Hopefully, work at the Violet Road site will continue next year and substantiate without question the presence of a woman at this logging camp and the exact years that it operated. If so, I hope to be a volunteer again. You never know what the next scrap of a trowel will uncover – it could be the answer that you were looking for or it could raise even more questions. That's part of the thrill and excitement of archaeology. The feeling that you get when you are the first person in a hundred or even a thousand years to hold a historic button or prehistoric projectile point is hard to put into words. It's something that you have to experience yourself.

Can you imagine yourself hunting buffalo on the Great Plains five thousand years ago? Taking your pack of furs to a trading post two hundred years ago? Preparing to storm a Confederate stronghold a hundred and thirty years ago? Sitting down to supper a hundred years ago after cutting down virgin white pine all day? Over the last five years, time travelers in the National Forests could relate to these experiences through their participation in the ***"Passport in Time"*** program.

And so I urge all of you to consider becoming a ***"Passport in Time"*** volunteer, and take a trip back into the past. As a PIT volunteer, you will take part in vital historical and archaeological research. Research that directly contributes to understanding the past and to the preservation of the fragile sites that chronicle that past. You will share in exciting discoveries, learn about the fields of archaeology, history, and historical geography, and meet many new friends.

History of the Van Ostrand and Wallrich Sites

By Bob Duerwachter

Van Ostrand and Wallrich – Twin Cities for Langlade County! That could have become a reality had the plans of two of the county's largest landowners come to fruition. Both Michael Wallrich of Shawano and Edwin Van Ostrand of Antigo owned large tracts of timber in eastern Langlade County and both were major stockholders in the Wisconsin & Northern Railroad. Both had dreams for the economic development of the county.

The story of Van Ostrand begins with a real estate transaction that took place on December 13, 1902. John Franklin and Amorette Roselle Chapman Culver, Edwin Van Ostrand's wife's parents, sold eighty acres in Section 16 to the Van Ostrands and Attorney and Mrs. Fred Hayssen for $500. The latter sold their half interest to the Van Ostrands on September 5, 1906, for $286. It is not known if Van Ostrand built the farm house or if it was already there. At any rate, the family spent their summers there and E. H. commuted to his office in Elton.

Van Ostrand greatly increased his personal timber holdings on August 26, 1903 when he purchased 1640 acres from his brother DeWitt and his wife Frances for $15,657.

Slightly less than three years later, Thomas J. Roberts, a partner in the Roberts & Van Ostrand Company, announced his retirement. He was only forty-nine years old, not in good health, and proceeded to divest himself of his Elton property. On July 2, 1907, Van Ostrand became the sole proprietor of more than 11,000 acres of timberland, almost all of it in Langlade County.

On September 13, 1907, the Articles of Incorporation for the Van Ostrand Town Site & Improvement Company were signed. The ***Crandon Forest Republican*** reported the development on September 27. Lamenting the departure of citizens to other parts of the state during the previous years, the weekly sounded an optimistic note about renewed economic activity due in large part to construction by the Chicago & North Western and the Wisconsin & Northern. The assets of the area were summarized in a single paragraph:

> *Many who are familiar with this territory predict that in the near future the Wolf River Valley will be the richest agricultural portion of the state, as well as one of its principal manufacturing sections. The soil is a deep, rich clay loam and no portion of the state can produce anything better in the way of small grain and root crops than are produced here. Especially to one interested in the raising of livestock has this field been one of much promise. It is an ideal country for grass and no matter what the condition of the hay crop is in other sections of the state it is always abundant here. This country is abundantly watered by innumerable fresh water springs and creeks, and it will be remembered that this is the location of the trout streams of the Evergreen and the upper branches of the Oconto River. These*

VAN OSTRAND
A Town With A Future

WHY!

Two Railroads--Chicago & Northwestern and Wisconsin & Northern. Actually constructed and in operation. Each road has purchased 20 acres lor depot grounds on this Town Site. One-hall mile from White Lake. 60 rods from banks of Wolf River. Cheap power lor saw mills, pulp mills, electric light and power plants etc. 30 miles from Antigo, Shawano or town of like importance. Hardwood timber—The finest in Wisconsin—Townships of it. Productive soil—As good as the Antigo flats and That's Good Ettough for Anybody. It is in eastern Langlade County and a part of Sections 9 and 16, township 31, range 14.

Watch the next issue of this paper. In the next issue will appear a complete plat of this town site showing railroads, depots, streets, alleyes, lots and blocks. The date of sale will be fixed at that time. No lots will be sold until that date.

No Lots Reserved. We play no favorites. Every one will have an equal chance to purchase any lot in this town site. We pay the Taxes this year. Antigo, Rhinelander, Shawano, and Wausau are cities of some importance. There are no conditions which made these towns increase in wealth and importance that **Van Ostrand** does not possess. **If Location, Water Power, Transportation Facilities, Timber, Climate, or Soil** have anything to do with the making of a town

VanOstrand Ought To Be A Winner

VAN OSTRAND TOWN SITE & IMP. CO., Elton, Wis.

streams, as every fisherman knows, abound in the beautiful speckled trout and a good catch may always be had here.

On September 28, 1907, Edwin H. and Mattie Van Ostrand received $8,000 from the Van Ostrand Town Site & Improvement Company for the "South Half of the South East quarter (S 1/2 of SE 1/4) of Section number nine (9) and the North Half of the North East quarter (N 1/2 of NE 1/4) of Section number sixteen (16) excepting therefrom such portion formerly deeded to the Wisconsin & Northern Railroad Company and the Wolf River Valley Railway Company."

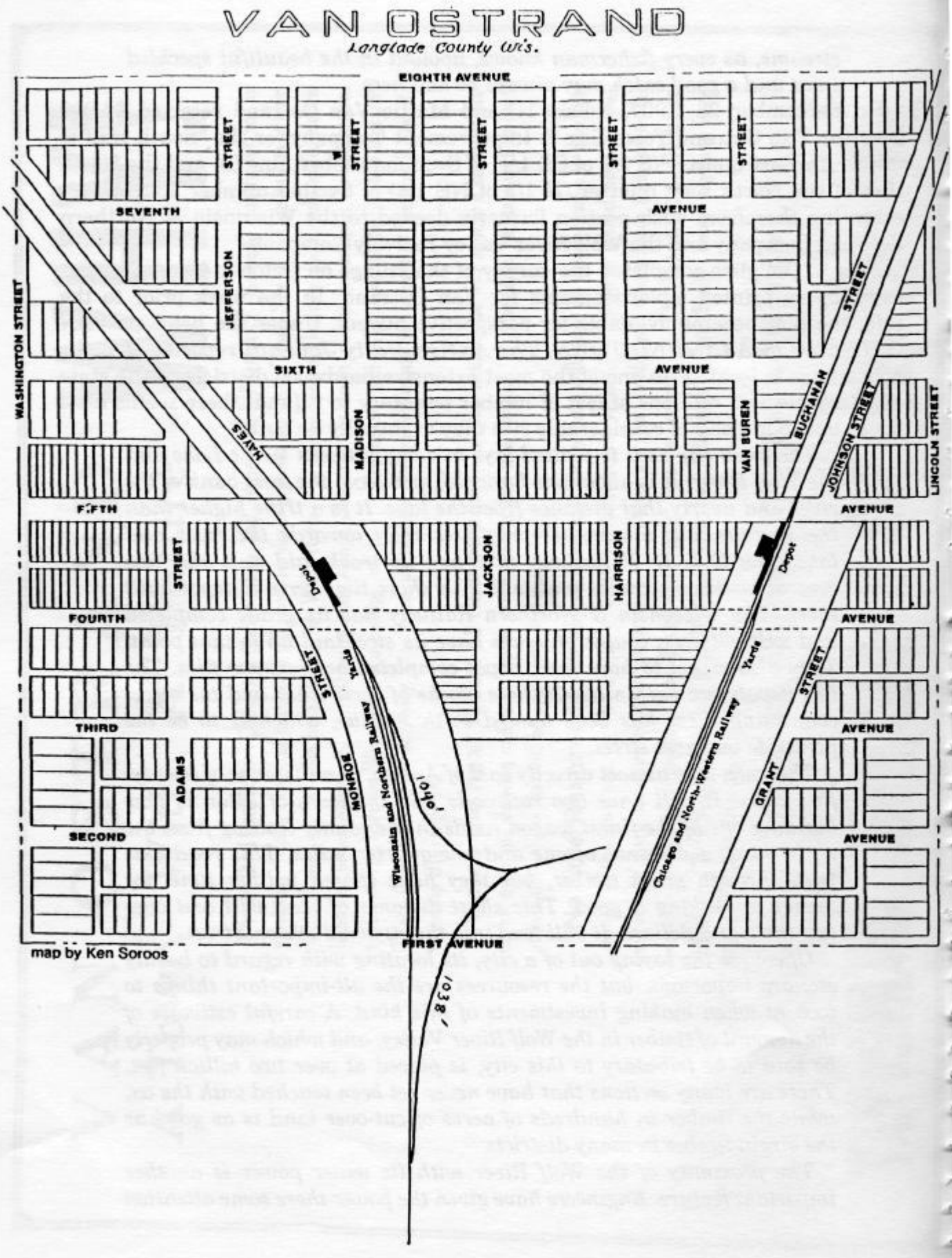
Alex L. Deliglise completed the survey of the village on October 4 and the area newspapers printed advertisements for Van Ostrand. In the week prior to the sale, the plat became available for perspective buyers. Under the headline *VAN OSTRAND IS A COMING TOWN, **The Antigo Daily Journal*** reported that the new village is located "in one of the most extensive hardwood districts in the state of Wisconsin and millions of feet of lumber tributary to it [and] there seems little doubt but that a city of considerable size may eventually be built."

The town site as it is platted lays midway between White Lake and the Wolf River. It is about one hundred rods from the west bank of the river and nearly that distance from the lake. It is a trifle higher than the surrounding country, sloping gradually towards the river and lake. The C & N W Railway now has its track laid and also has several switching tracks and will in a short time have a depot built there. The Wisconsin & Northern Railway has its grade completed and will within a couple of weeks have its steel laid up to that point. They also expect to have their depot completed before snow flies. The two depots are within about three blocks of each other and the street connecting them has been named Fifth Avenue, which is to be the principle business street.

The town lays almost directly east of Antigo, at a distance of twenty-five miles. It will have two railroads and the town of Elton is now building one of the finest wagon roads in the county leading from the main road, a distance of one and one-quarter miles. This road was built through green timber, but they have spared neither time nor money in making it good. This short distance of road will cost over two thousand dollars. It will lead into the city on Jackson Street.

Of course the laying out of a city, its locating with regard to beauty etc. are important, but the resources are the all-important things to look at when making investments of this kind. A careful estimate of the amount of timber in the Wolf River Valley, and which may properly be said to be tributary to this city, is placed at over two billion feet. There are many sections that have never yet been touched with the ax, while the timber in hundreds of acres of cut-over land is as good as the virgin timber in many districts.

The proximity of the Wolf River with its water power is another important feature. Engineers have given the power there some attention


VAN OSTRAND
Langlade County Wis.
EIGHTH AVENUE
SEVENTH AVENUE
SIXTH AVENUE
FIFTH AVENUE
FOURTH AVENUE
THIRD AVENUE
SECOND AVENUE
FIRST AVENUE
STREET
JEFFERSON
WASHINGTON STREET
HAYES
MADISON
JACKSON
HARRISON
VAN BUREN
BUCHANAN
JOHNSON STREET
LINCOLN STREET
GRANT
ADAMS
MONROE
Depot
Depot
Yards
Yards
Wisconsin and Northern Railway
Chicago and North-Western Railway
1040'
1038'
map by Ken Soroos

and it is estimated that fully 1500 horsepower can be secured.

Its distance from Antigo and any surrounding towns is sufficiently great to warrant its growing to a considerable size. The soil is also good, so that when the timber is gone the town will be substantial, being supported by the farming constituency that will have developed. On the whole, it appears that the town has every natural advantage and its future appears quite promising.

Lots went on sale on Tuesday, October 15 at 10:00 a.m. at the company office in Elton, the Court House in Shawano, and the Morse & Tradewell office in Antigo. Thirty-one were purchased on the first day, some by Shawano residents, according to the ***County Advocate***, on speculation, which "if the town amounts to anything, they will certainly make something from their investments."

The Shawano weekly stated that Michael Wallrich would likely build a mill and lure other industries to the village. Antigo purchasers were planning to erect brick buildings as soon as possible. The village would have only one saloon in compliance with a recently-enacted ordinance limiting their numbers.

The location for Van Ostrand was well-planned. The Wisconsin & Northern had surveyed its route through both Sections 9 and 16 and the Chicago & North Western planned to extend the Wolf River Branch northeastward to connect with the Kingston Branch in Oconto County. Two major railroads would serve the area.

On August 11, 1906, the W & N paid $110.20 to E.H. and Mattie Van Ostrand for:

a strip, belt or piece of land One Hundred (100) feet wide extending across the following described tract of land, viz: The East Half of Section 16 . . . through the center of which said strip, belt or piece of land, the center line of the said railroad . . . has been surveyed and located so as to leave one-half in width on each side of the center line.

Three days later the W & N paid $125 for:

a strip, belt or piece of land Three Hundred (300) feet wide extending across . . . the Northeast Quarter of Section 16, being one hundred feet in width on the West Side, and Two Hundred (200) feet in width on the east side of the center line of the said railroad as now surveyed and located across the described premises, excepting and excluding therefrom a strip of land One Hundred (100) feet in width (being fifty [50] feet on each side of the said center line) previously conveyed to said Railroad Company by deed of August 11, 1906; the land hereby conveyed comprising twelve and 56/100 acres more or less.

On November 8, 1906, the Van Ostrands sold the following parcel to the Wolf River Valley Railway Company for $316.20:

A strip, belt or piece of land One Hundred feet wide, extending across the following described tracts of land, viz; Government Lot No. one (1) of section Twenty-one (21); Government Lot No. one (1) and North West quarter of South East quarter of section no. sixteen (16); the South East quarter of South East quarter of section no. nine (9) all

in T31N R14E through the center of which said strip, belt or piece of land the center line of the railroad of the said party of the second part has been surveyed and located so as to leave one half in width on each side of said center line. Also a strip, belt or piece of land one hundred and twenty-five feet wide being seventy-five feet wide on the southerly side and fifty feet wide on the northerly side of the center line of the railroad of the party of the second part as now surveyed and staked out such last named strip of land extending across the South West quarter of the South East quarter of Section Sixteen (16) in T31N R14E. Also a strip, belt or piece of land Three Hundred feet wide extending across the South West quarter of the North East quarter of Section Sixteen (16) in T31N R14E through the center of which last mentioned strip, belt or piece of land, the center line of the railroad of said party of the second part has been surveyed and located so as to leave One Hundred feet in width on the westerly side and Two Hundred (200) feet in width on the Easterly side of said center line.

Two more acquisitions were made by the W & N to complete their right-of-way. The Van Ostrands received $132.60 for:

A strip, belt or piece of land One Hundred (100) feet wide extending across the following described tract of land, viz: the South West quarter of the South East quarter (SW 1/4 SE 1/4), and the West One-half (W 1/2) of Section Nine (9) T32N R14E: Thirteen and 26/100 acres more or less through the center of which said strip, belt or piece of land, the center line of the said railroad of the said party of the second part has been surveyed and located so as to leave one-half in width on each side of the center line.

For the usual "$1.00 and other valuable considerations," the Wolf River Paper & Fibre Company sold

a strip, belt or piece of land One Hundred feet wide extending across the following described tract of land, viz.: the South East Quarter of the South West Quarter of Section No. Sixteen (16) in T31N R14E through the center of which said strip, belt or piece of land, the center line of the said railroad of the said party of the second part has been surveyed and located so as to leave one-half in width on each side of the center line.

The Wisconsin & Northern completed its track north from Shawano in November 1907, constructed a depot, and ran excursion trains with perspective buyers to the site. The Chicago & North Western extended its line northeast 1.98 miles beyond the point where it crossed the W & N, the future location of White Lake, in December and built a depot in 1908.

As a result of the depression of 1908, timber prices fell. Neither railroad was able to do more than haul logs brought to the landings. The dream of a city of 5,000 came to an end on August 31, 1908 when its shareholders filed for dissolution. All the lots were bought back by the corporation for the original purchase

price or the partial payment required, plus 6 percent interest.

The Wisconsin & Northern was expected to complete the line to Crandon in 1908 and then Michael Wallrich, who owned considerable land about ten miles to the north of Van Ostrand, would plat another village. ***The County Advocate*** stated that

> *[Wallrich] will be far enough from Van Ostrand in a few years the villages of Van Ostrand and Wallrich will be hustling and progressive little cities, both striving to outdo the other.* ***The Advocate*** *wishes both towns the best of success, there is plenty of room for them in this part of the state and there is no reason why both should not be large towns.*

The depression dashed any such plan. No platting for the village of Wallrich was ever done and the dream for twin cities vanished.

Why would a project with such promise die so quickly? Undoubtedly the economy was a factor, but there were others. When the Railroad Commission refused to grant the C & N W permission to connect the Antigo-Van Ostrand branch to the Bonita (Kingston) Branch, the economic value of Van Ostrand plummeted. When the corporation was founded, the officers were Edwin H. Van Ostrand, President; Lester P. Tradewell, Vice-President; Tracie Censky, Treasurer. Three months later, Lester P. Tradewell was President; Elmer A. Morse, Vice-President; Tracie Censky, Secretary and Treasurer; Eugene S. Tradewell and Edwin H. Van Ostrand, Directors. Why these changes? Van Ostrand, increasingly involved with the development of the Craig Mountain Lumber Company in Winchester, Idaho, moved west. Morse and Tradewell ran a successful lumber and real estate business. Morse was elected to the U.S. Congress and departed for Washington, D.C. on November 23. Censky moved west to work for the Craig Mountain Lumber Company. Irreconcilable differences plagued the disparate group. At the time of dissolution, the new and third President was Otto P. Walch, an Antigo banker.

On the day of dissolution, Edwin Van Ostrand took title to most of the townsites. The Van Ostrands signed an agreement with M.J. Wallrich on November 24, 1909. The dollar amounts were as follows: "$51,300 in cash, $4,450 at the ensealing and delivery, and $46,850 payable on or before two years from the date hereof with 6 percent interest, payable annually. Provided that payment in the sum of One Thousand Dollars, or more, may be paid at any time with the accrued interest hereof. . . ."

On May 12, 1910, the M.J. Wallrich Land Company was formed and all the land was transferred by Michael J. and Gertrude Wallrich to the company. Wallrich sold some individual lots in the succeeding years. The Wisconsin & Northern got an easements for a wye on October 15, 1913. Circuit Judge W. V. Werner vacated the plat on May 19, 1926.

Minutes of
Annual Business Meeting of Members

Due to the length of the auction, the annual business meeting of members was delayed until after the evening dinner.

President Sohasky called the meeting to order. By proper motion and second, a reading of the minutes of the 1992 meeting was dispensed with. The president's annual report then followed with a review of the Association's activities during fiscal '92-93. He also announced that the Association had been selected to receive the State Historical Society's Certificate of Commendation at its forthcoming annual awards program. The award is made for outstanding achievement in a particular type of activity; in FHAW's case the award is for having held annual meetings of members and for having published the proceedings of those meetings for fifteen consecutive years.

The president's report was followed by that of Secretary-Treasurer Fixmer. He emphasized the good news that there had been a net operating gain of $567.00 for the year, in contrast to the previous year's loss, and that cash assets had increased to over $34,000.00. The treasurer also reported that the Board of Directors had authorized the transfer of a major portion of the Association's cash assets from low income-producing investments in C.D.'s and money market fund to a utility mutual fund, which promises to double the Association's investment income.

Frank Fixmer called attention to a letter from an archivist with the State Historical Society who said he was "very impressed by the Association's records and publications" and that "few membership organizations the size of FHAW produce such fine documentation in published form."

The report of the Nominating Committee was then presented by Acting Chairman Karl Baumann. The terms of four directors having expired, nominations of the Committee were for Fixmer, Lambrecht, Rohe and Stearns to succeed themselves for two-year terms ending September 30, 1995. Upon appropriate motion and second, the Secretary was instructed to cast a unanimous ballot in favor of the reelection of the foregoing named directors. In accordance with the By-Laws of the Association, and upon proper motion and second, approval was voiced for the actions of the Board of Directors and the officers the past fiscal year.

The meeting was then adjourned in order to permit the Distinguished Service Awards portion of the dinner program to proceed on schedule.

Frank N. Fixmer
Secretary-Treasurer

Citation for Distinguished Service Award – 1993 Merrill Historical Society and Museum

When the late M.N. "Mully" Taylor of Merrill and Eagle River retired after thirty-one years of service as executive director of the "Trees-for-Tomorrow" organization in 1975, his longtime interest in early Merrill history motivated him to organize the Merrill Historical Society. Little did Taylor realize that he had founded an organization that would steadily grow with each passing year, or that it would eventually acquire an historical property as its permanent home and museum.

The Merrill Historical Society now has over 400 members, has renovated and refurbished the century-old T.B. Scott mansion, and on October 7, 1989, officially opened it as a first-class museum. That museum features changing exhibits that highlight various aspects of early-day community life and depict its social and economic development since its birth as a sawmill site in 1847. That museum has, most importantly, helped to achieve two of the Society's original objectives, namely, increasing the community's pride in its past, and teaching Merrill's children about its heritage. Particularly noteworthy has been the establishment of a repository and library for genealogical and local history research, and the publishing of a series of booklets, including "The Sawmills of Jenny and Merrill," that document segments of life in Merrill during the late 1800s and early 1900s.

Not the least of the Merrill Historical Society's accomplishments has been the renovation of the former garage adjoining the Scott mansion, an annex to the main museum which now houses an incredible number of artifacts and memorabilia of Merrill's days as a sawmill town.

For its dedicated efforts and accomplishments in preserving Merrill's heritage since it was first named Jenny Bull Falls, we are delighted to present this plaque as a token of our esteem to the current president of the Merrill Historical Society, Ms. Laureen O'Day.



Frank Fixmer presents Laureen O'Day with the 1993 FHAW Distinguished Service Award. (Courtesy Mike Sohasky)

Citation for Distinguished Service Award - 1993
Larry E. Easton

The recipient of our 1993 Distinguished Service Award hardly needs any special introduction, having been a member of our Association since 1979 and having attended many of our annual meetings. But perhaps not so well known are Larry Easton's contributions to the preservation of Wisconsin railroading history. In those endeavors, Larry has never forgotten to emphasize the importance and impact that railroads had in the development and progress of the forest products industry of the state.

As the editor for some twelve years of ***The Soo*** magazine, the quarterly publication of the Soo Line Historical and Technical Society, Larry often gave priority to articles that featured logging railroads. However, Larry was not content with just publishing accounts of now extinct lumber companies and their railroads. He also researched and wrote about them himself. In the October 1991 issue of ***The Soo*** magazine, for example, he wrote about the Soo Railroad and its relationship with the Wisconsin Land and Lumber Company in the village of Hermansville, Michigan, between 1887 and 1943.

Larry Easton's affiliations with various historical societies, in addition to ours, are so numerous that they make one wonder how he manages to keep up with them. He is active in such organizations as the State Historical Society of Wisconsin, Chicago & Northwestern Historical Society, National Railway Historical Society and the Railway & Locomotive Historical Society.

The president of the Soo Line Historical Society said it well when he commented on Larry's pending retirement in 1991 as editor of their magazine: "Just as any crack passenger train changes locomotives from time to time, so must our society change editorship....(Larry) has done a tremendous (job) in writing, editing and producing ***The Soo*** magazine (over the past 12 years)."

For his contributions toward preserving the railroading aspects of forest history, we take great pleasure in presenting this token of our appreciation to Larry E. Easton.



Frank Fixmer presents Larry Easton with the 1993 FHAW Distinguished Service Award. (Courtesy Mike Sohasky)

Annual Report of Secretary-Treasurer

Far too often, annual reports of corporations and other organizations have been delivered with a good news – bad news theme. This year I am going to emphasize only the good news.

First, I am glad to tell you that we ended the past fiscal year with a net operating gain or "profit" – of $567.00. A quite modest figure, to be sure, but a vast improvement over the loss of $882.00 the previous year.

I am also happy to report that due to the generosity of many members who gave donations to several of our capital funds, our capital assets increased by $1,495.00, so that our total cash assets at year-end were slightly over $34,000.00. In spite of low interest rates, investment income from those funds were a significant factor in meeting our operating expenses. For example, the cost of publishing the 1992 Annual Meeting Proceedings was $2,385.00, of which $1,290.00 came from investment income. In addition, the very successful 1992 auction contributed $993.00 to that publishing effort.

In this regard, I would like to quote from a letter received from an archivist with the State Historical Society who recently examined our records and collections: "...I was very impressed by the Association's publications. The State Historical Society Library systematically collects and catalogs the Association's publications, including pamphlets, annual meeting proceedings and the "Chips & Sawdust" newsletter. Few membership organizations the size of the Forest History Association of Wisconsin produce such fine documentation in published form."

It is also noteworthy that your Board of Directors made a decision last winter to transfer a major portion of our cash assets, then held in money market and C.D. accounts, to a utility mutual fund. This change of policy promises to double our investment income while at the same time increasing the value of the invested principal. At the present time, monthly dividends from the mutual fund are 5 percent, in contrast to a 2½ percent return from money markets and 3 percent from C.D.s.

A copy of the 1992-93 Operating Statement detailing our income and expenses is available on request to any member of the Association, but, as usual, will also be included in the "Proceedings" of this meeting.

With regard to membership status, we had a net gain of 5 for the year, which was most welcome but still somewhat short of our goal. We should do better than a 2 percent increase and I again urge you to renew your efforts toward achieving at least a 10 percent increase in membership during the current fiscal year. After all, our annual dues of only $15.00 is still the biggest bargain among statewide organizations, considering the quality of our publications and overall program. Also, let us not overlook the fact that membership retention is just as important as membership promotion; let's make sure that the current list of delinquent dues payers, short as it may be, does not become a list of "dropouts."

In closing, I want to repeat what I said last year. The time has come for me to bow out from the duties of secretary and treasurer. The first step needs to be a new treasurer who can carry on the Association's conservative fiscal policies, steadily increase its cash assets and in general maintain its financial viability.

Thank you all for your continued support in furthering the aims of the Association.

Frank N. Fixmer
Secretary-Treasurer

Forest History Association of Wisconsin
Operating Statement 7-1-92 thru 6-30-93

RECEIPTS			
Membership Dues			$3,312.00
Donations -	Unrestricted		245.00
Sales -	Publications	322.55	
	Auction	992.50	
			1,315.05
Annual Meeting			2,046.62
Investment Income -			1,290.12
	TOTAL RECEIPTS		8,208.79
DISBURSEMENTS			
Postage, permits, labels			633.13
Stationery and office supplies			750.25
Publishing			3,037.52
Membership Promotion/Retention			20.57
Annual Members Meeting			1,575.50
Distinguished Service Awards			136.89
Donations			30.00
Student Scholarship Award			300.00
Administration -	Honorariums	500.00	
	Travel	319.75	
	Bonding/Insurance	121.00	
	Telephone/Office Misc.	76.82	
			1,017.57
Miscellaneous -			140.22
	TOTAL DISBURSEMENTS		7,641.65
NET OPERATING GAIN or (LOSS)			567.14

Back Issues of Proceedings

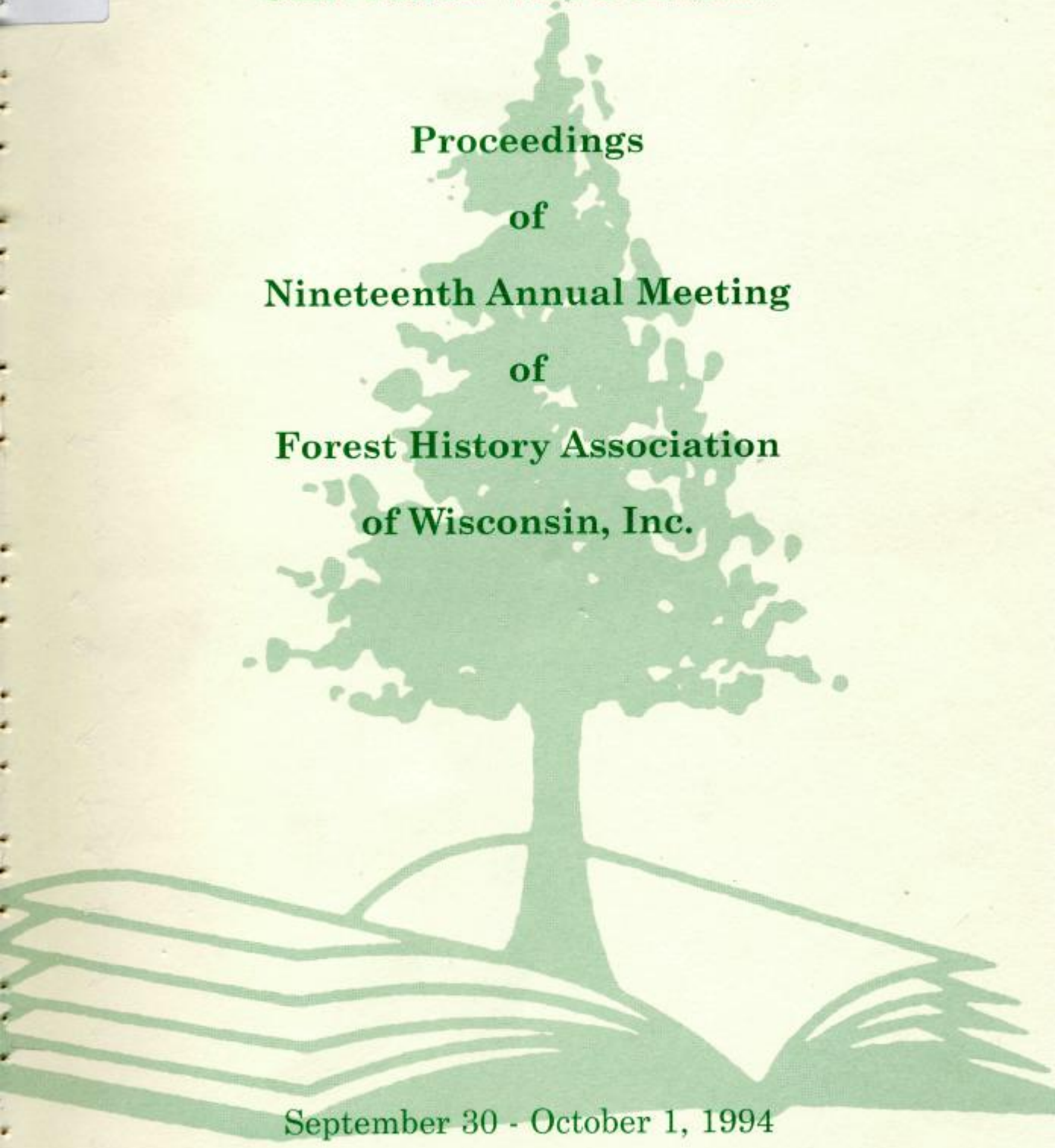
(Prices Indicated Are Postpaid)

- **3rd Annual Proceedings** - 1978 - $3.00
  "Tanneries and the Hemlock Bark Industry"; "Railroad Logging in Wisconsin"
  "Pulpwood Rafting on Lake Superior"
- **4th Annual Proceedings** - 1979 - $3.00
  "The Northern Wisconsin Settler Relocation Project"; "The Development of the Wisconsin Paper Industry"
  "The Menominee River Boom Company"
- **6th Annual Proceedings** - 1981 - $3.00
  "History of Logging on the Menominee Indian Reservation"
  "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982 - $4.00
  "The Apostle Islands and the Lumbering Frontier"; "History of Logging in Vilas County, WI"
- **8th Annual Proceedings** - 1983 - $4.00
  "History of Log Transportation in Wisconsin"; "The Last Logging Railroad Operation in Wisconsin"
  "The Civilian Conservation Corps"
- **9th Annual Proceedings** - 1984 - $4.00
  "Footprints in the Forest - What the Loggers Left Behind"; "Drummond, WI - Rust-Owens Company Town"
- **10th Annual Proceedings** - 1985 - $5.00
  "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 - $5.00
  "Historic Chippewa Falls, WI"; "Women Came to the Woods"; "Eau Claire and the Lumber Industry"
- **13th Annual Proceedings** - 1988 - $5.00
  "Logging and Early Shawano"; "Tigerton Lumber Company 1887 - 1987: The First Hundred Years";
  "Oshkosh: The Rise and Decline of a Lumber Center"
- **14th Annual Proceedings** - 1989 - $6.00
  "Salvaging Deadheads on the Menominee River"; "The Boom and Bust of Peshtigo Harbor"
  "From Pine to Hardwood . . ."
- **15th Annual Proceedings** - 1990 - $6.00
  "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 - $6.00
  "Wisconsin's Logging Locomotives"; "Round Lake Logging Dam";
  "Evolution of the Modern Logging Truck"
- **17th Annual Proceedings** - 1992 -$7.00
  "Historical Development of the Nicolet National Forest"; "Early Days of Trees for Tommorrow"

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 Frank Fixmer, Secretary-Treasurer, FHAW, 403 McIndoe Street, Wausau, WI 54401.

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19th

"PROMINENT LUMBERMEN OF CENTRAL WISCONSIN"



Proceedings

of

Nineteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

September 30 - October 1, 1994

Marshfield, 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 Forest History Association of Wisconsin, Inc., 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 1994-1995 are: Eugene Harm, president; Don Lambrecht, vice-president; Frank N. Fixmer, secretary-treasurer; Thomas Albrecht, Karl Baumann, Randall Rohe, Forest Stearns, LaMont Engle and Jacques D. Vallier (Emeritus).

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

History of the Nicolet National Forest
Some Historic Events in Wisconsin Logging
Some Events in Wisconsin Forest History
Bibliography of Wisconsin Forest History
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

The Print Shop, Wisconsin Rapids, WI 1995

THE STATE HISTORICAL SOCIETY OF WISCONSIN
sbs
1846

Proceedings

of

Nineteenth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

September 30 - October 1, 1994

Marshfield, Wisconsin



Founded 1975

"The past is but prologue to the future"

144
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19th–23rd

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Forward

The following text comprises the official transactions conducted, and the written papers presented, at the nineteenth annual meeting of the Forest History Association of Wisconsin on September 30 - October 1, 1994, at the Best Western Marshfield Innkeeper, Marshfield, Wisconsin.

Despite a paucity of logging artifacts, the annual auction proved quite successful. Mike Sohasky, again, did an excellent job as auctioneer. Hopefully, members will continue to help with donations of logging relics, artifacts, and related memorabilia. The auction is one of the few ways that we can add to our capital fund. We really need to have a better variety of items if the annual auction is going to continue as an important fund-raising event.

The Board of Directors extends its appreciation to the local arrangements committee – Larry Easton and John Berg, and to the various speakers who presented papers. Mary Hiles and George Koshak were unable to be present and Larry Easton and Pat Schroeder were kind enough to read their papers. A special thanks to William H. Upham Jr., our banquet speaker, who reminisced on the life of his father, William H. Upham Sr. – Civil War veteran, Lincoln appointee to West Point, Marshfield lumberman, and Wisconsin Governor. His lively presentation was enjoyed by all present. The Saturday tour visited the Upham Mansion. Our thanks to the North Wood County Historical Society for its hospitality. If you've never visited a lumber baron's mansion, this is a good one to see.

The publishing of these proceedings marks my tenth and last year as editor. I've learned a lot and met a lot of nice people. My thanks to everyone who has helped me over the years.

Randall Rohe, Editor
Patricia Rohe, Assistant Editor



Stairway to the second story of the Upham mansion. Tours are offered by the North Wood County Historical Society. (R.E. Rohe Photo)



Built in 1883 by builder-architect T.F. VanEeedon for Marshfield's most prestigious citizen, lumberman William H. Upham, this Italianate T-shaped structure was an elegant addition to the frontier community. (R.E. Rohe Photo)

President's Message

Welcome members, spouses and guests to the 19th annual meeting of the Forest History Association of Wisconsin. Since this year's meeting is in Marshfield, the theme is "Famous Lumbermen of Central Wisconsin." I would like to thank Larry Easton and John Berg for chairing the program and the speakers for their efforts. I'm sure you will agree that they have put together a first rate meeting.

The Board of Directors is sorry to hear of the resignation of Joyce Bant as publicity chair because she has handled her responsibility very efficiently. During her tenure, the amount of publicity has increased greatly. A replacement for Joyce is needed to continue this important work.

Ray Clark, editor of *"Chips and Sawdust,"* has maintained the high quality of our newsletter. Thank you.

It has become evident that the site and date of the annual meetings of the FHAW must be planned two years in advance. Meeting places are often booked more than a year ahead. The next annual meeting will be held at Elizabeth Inn, Plover, Wisconsin – Saturday and Sunday, September 9th and 10th, 1995. Please mark these dates on your calendar.

John Saeman, a FHAW member and a former Marinette County Forester, will be inducted into the Wisconsin Forestry Hall of Fame at the annual meeting of the Wisconsin Society of American Foresters on October 19, 1994. Congratulations John.

Frank Fixmer assembled a special exhibit featuring the history of forest fire prevention and control for the Phillips Fire Centennial. The exhibit was on display three days. The DNR personnel at Medford transported the exhibit to Phillips, and Tom Albrecht manned it. In addition, exhibits were displayed at the Logging Congress in Green Bay, a DNR conference in Oconomowoc and a Society of American Foresters meeting in Wausau. Don Lambrecht and Karl Baumann manned the Logging Congress exhibit and enrolled twelve new members. Thanks to these people for their efforts and time.

Randy Rohe, editor of the *"Proceedings,"* is resigning his post with the publishing of the 19th Annual *"Proceedings."* He has been the editor of the *"Proceedings"* for ten years and has done a superb job. Thanks, Randy.

Always, the ongoing concern is membership and how to make more people aware of this organization and its purpose. I urge each of you to do what you can to help us grow and prosper.

Eugene Harm, President
Forest History Association of Wisconsin

Forest History Association of Wisconsin
19th Annual Meeting of Members
September 30 - October 1, 1994
Best Western Marshfield Innkeeper
Marshfield, Wisconsin

THEME: *Prominent Lumbermen of Central Wisconsin*

Friday, September 30
Meeting Room C

1:00 p.m. – Registration

1:30 p.m. – Welcome

1:35 p.m. – Introductions

1:40 p.m. – The Edwards: Father and Son – J. Marshall Buehler

2:30 p.m. – Refreshments

2:45 p.m. – T. E. Nash, Friend and Founder – Dave Engel

3:15 p.m. – "King George" Hiles – Mary Hiles

3:30 p.m. – Business Meeting – FHAW Members

5:00 p.m. – Social Hour

6:00 p.m. – Dinner

7:00 p.m. – Distinguished Service Awards

7:15 p.m. – Guest Speaker – William H. Upham Jr.

Saturday, October 1st
Meeting Room C

9:00 a.m. – Registration, Coffee, Rolls

9:15 a.m. – The Roddis Family: Their Lumber Operations – George Koshak

9:45 a.m. – Henry Sherry and the Wood County Railroad – John Berg

10:30 a.m. – Refreshments

10:45 a.m. – Auction

12:00 p.m. – Lunch, on your own

1:30 p.m. – Tour: Upham Mansion, North Wood County Historical Society
212 West 3rd Street, Marshfield, Wisconsin

Our Speakers

Marshall Buehler is retired from Great Northern Nekoosa Corporation, where he was a member of the Sales Department. He has had a life-long love of history, especially local history. He is currently a member of Mid-Continent Railroad Historical Museum, serving on the board of directors of the Restoration Trust Fund. Locally, Marshall is president of the South Wood County Historical Corporation and director of the Alexander House, the center for art and history in Port Edwards. He has written several historical articles for local newspapers and magazines, as well as for a couple of nationally distributed periodicals.

Dave Engel received a M.A. degree in American Studies from the University of Wyoming. He is author of the series River City Memoirs which focuses on the history of the Wisconsin Rapids area. He also wrote "Shanagolden: An Industrial Romance," about T. E. Nash's lumbering operations in Ashland County and edited "The North Woods Journal of Charles C. Hamilton," which details the travels of an Englishman through the lumber towns and logging camps of northern Wisconsin in 1893.

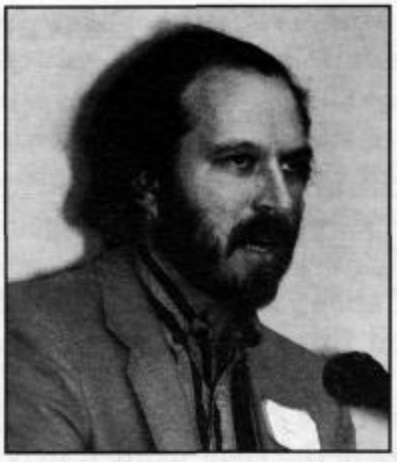
Mary Hiles is currently Associate Director of Publications at the University of Wisconsin-Oshkosh and a doctoral candidate in English literature/Renaissance drama at the University of Wisconsin-Milwaukee.

George Koshak is familiar with much of the Roddis operations in the Park Falls area. A native of Park Falls since 1910, he worked one winter at the Roddis Mill and hunted deer at Camps 6, 10 and 15. The Koshak Construction Company rebuilt several miles of the abandoned Roddis Railroad into a town road for the Ashland County Forestry Department. He was also a contract logger for the Edward Hines Lumber Company of Park Falls and the White River Lumber Company at Bergland, Michigan. George is a director of the Price County Historical Society and Main Street Park Falls. He did research for Park Falls' Centennial book, "100 Years on the Flambeau."

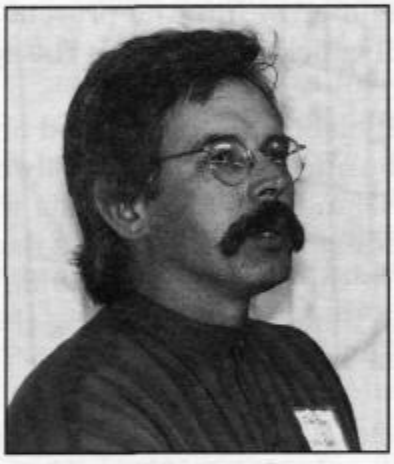
John Berg, a native of the Wisconsin Rapids area, received a M.A. degree in history from the University of Wisconsin-Stevens Point. John originally came by his interest in history by collecting, shooting, and hunting with muzzle loading rifles, an activity which he continues to pursue. He has published a series of articles in the ***Soo*** entitled "The Lake Shore and Eastern Railroad," and also wrote "From Trois Rivers to La Baye: The Mouet and De Langlade Families in New France," published in the ***Voyageur***. Since August of 1979, John has been employed by the Wisconsin Rapids Public Schools.



Marshall Buehler



Dave Engel



John Berg



George Koshak



William Upham, Jr.
Guest Speaker

The Edwards: Father and Son

By J. Marshall Buehler

Almost in the center of the state of Wisconsin, the Wisconsin River loses its turbulent surge of power as it goes through a metamorphosis from white water to meandering tranquility. At this point is the village of Port Edwards, a prosperous village of about 2,000 people who derive their economy from the paper mill located there. And this paper mill can trace its roots back to John Edwards, senior and junior.

As early as 1837, two pioneers, Grignon and Merrill, attempted to harness the turbulence of the river using it to power a sawmill for converting logs to lumber. But, apparently they were not too successful since we read very little of this business venture. However, three years later, in 1840, Henry Clinton, in partnership with John Edwards Sr., built a sawmill on the same site, and with that venture came the beginning of a business and settlement that would grow into the present village of Port Edwards and the 600 ton-per-day paper mill which is located on the spot where Edwards' mill once stood.

Henry Clinton was a man that we might truly label as a far-sighted northwoods pioneer. He saw the potential for a successful business in the Port Edwards area. The river has two channels at the site. A large island, about 300 yards wide and a mile in length, separates the river, thereby providing an ideal site for a dam, booms, sorting areas and a sawmill. Frenchmen living in the area would provide the labor necessary for harnessing of the river, cutting the timber and operating the mill. All that was needed was capital, and that Clinton lacked. That's where the senior Edwards stepped onto the scene.

The record of no Cornish immigrant more clearly indicates the important role these people played in the economic development and growth of Wisconsin than that of John Edwards Sr. He exercised his energy and efforts in several fields of development, namely retail merchandising, real estate, farming, mining and lumbering.

Born January 25, 1804, in Redruth Parish, county of Cornwall in England, Mr. Edwards married Eliza Jones in 1830. The couple resided in Redruth Parish where their first child, named John Jr., was born on September 15, 1831. The family of three packed up and departed from England in 1835 when they ventured across the Atlantic to the new land of America. Following a path traversed previously by many Cornish, the Edwards family finally arrived at Hazel Green, Wisconsin, about nine miles east of Dubuque, Iowa. Here, Mr. Edwards settled and engaged in farming.

At Hazel Green, four more children were born to the senior Edwards family. These were George, Richard, Caroline and William. Eliza Jones Edwards died in 1845 and Edwards married Ann Fiddick, his maid and the family nanny, also a native of Cornwall. The story is that the first Mrs. Edwards suggested to John Sr. that, upon her death, it would be good for John and the children if he married the maid and children's nanny. By this marriage, two more children were born, Samuel and Ann.

John Edwards was, as previously mentioned, engaged in agriculture when he first arrived in Hazel Green. On May 12, 1836, he was granted United States government land certificate No. 2278, issued at the Mineral Point land office, for 80 acres of land. The property has since been incorporated into the Village of Hazel Green as the Edwards Addition. As late as 1850, the census report lists Edwards as a farmer. Shafer, writing in his book *"The Wisconsin Lead Region,"* states: "Among Hazel Green's 160 farmers, 80 were natives of England. The wealthiest farmer was John Edwards, native of England, whose rating was $34,100 in real estate and $12,350 of personal property."

Another source states that Edwards was engaged in lead mining, the industry which drew the Cornish people to the southwestern part of the state. Edwards supposedly realized considerable wealth from a part of an old lead claim and from the land adjoining it to the west. Edwards was not only engaged in mining of lead but also the smelting of it. James A. Jones, at a meeting of the Old Settler's Association of Grant County said of Edwards:

> *John Edwards, a native of England, was also a resident of Hazel Green. At the time of my arrival, he was the wealthiest man in the county and was engaged in mining and smelting. He had an iron constitution, and an energy equal to his strength, with a strong will. He was stable in his purposes. He conducted an immense business, keeping his own books and never making a mistake.*

Mr. Edwards built a stone building in Hazel Green's business area to house his businesses. The building was erected in 1847 and contained a store on the first floor and meeting rooms for the Odd Fellows and the Masonic Order on the second floor. Referred to in later years as the Masonic Building, the structure was destroyed by a tornado in 1870. Incidentally, this same tornado destroyed a large portion of the official Grant County records. The loss of these records was confirmed in communications with the Grant County Register of Deeds, as well as the Wisconsin Bureau of Vital Statistics. As a result, the acquiring of data prior to 1870 has been difficult. Edwards is credited with building the first brick home in Hazel Green. The building is still standing and is reputed to still have the original front door knocker on it.

In 1840, Henry Clinton, a promoter of sawmill ventures but evidently a man of little capital, became associated with John Edwards Sr. Edwards and Clinton acquired the defunct Grignon-Merrill mill, government permits, timber rights and water power rights and commenced to build and operate a successful lumber mill at the future site of Port Edwards. The mill was operated and managed by Clinton, but financial backing and ultimate supervision came from Edwards in Hazel Green. J. K Lang, writing in the ***Wisconsin Rapids Daily Tribune***, stated that the money for this lumber business came from Edwards at Galena (near Hazel Green), and that the money was sent in golden English sovereigns, each worth about $4.98. There is no evidence that the senior Edwards ever lived in Central Wisconsin. His visits to the northwoods pinery were probably quite infrequent since the journey would require

travel over the old military roads to Stevens Point and then a dirt road to Grand Rapids, four miles from his operations. Or, perhaps he elected to take the river route and journeyed to Spring Green where he could board a boat going up the river.

Clinton was a promoter of sawmill ventures. He was connected with lumbering operations in Centralia (Wisconsin Rapids), as well as other points further up the river. Historical sources indicate that he started and managed these mills but always had financial backing from other sources. The Edwards/Clinton mill is reputed to be the second on the Wisconsin River and the third in the state of Wisconsin.

The first timber cut by Edwards and Clinton was cut with government and Native American permission in the "three-mile strip," a piece of land extending inland for three miles on each side of the Wisconsin River from Nekoosa to Wausau, Wisconsin. This treaty was signed between the United States and the Menominee Indians in 1836. In 1848, the Menominees ceded the balance of their lands to the federal government which, in turn, sold the land through federal land offices. One of these offices was located in Mineral Point, Wisconsin, not too far from Hazel Green. Edwards, along with Clinton, ultimately acquired about twenty sections of land in Wood County, Wisconsin.

A settlement soon developed around the nucleus of the Edwards and Clinton sawmill. Since its inhabitants were mostly of French descent, the village was appropriately called Frenchtown, a name which prevailed until 1869 when it was changed to Port Edwards in honor of John Edwards Sr. There already was a Clintonville, so they named the village in honor of Edwards. Perhaps it should have been named Port Merrill or Grignon's Rapids.

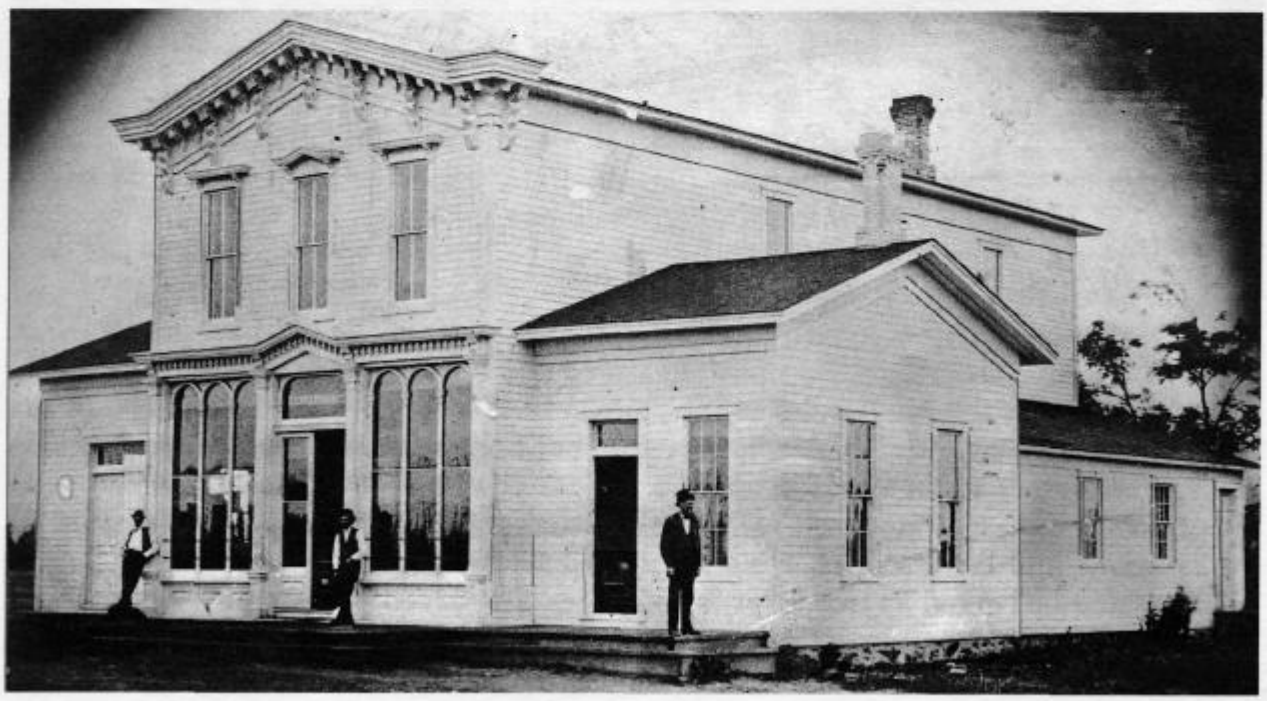
A good description of Frenchtown in 1861 has been preserved. The settlement was reported to be small, consisting of a store, a blacksmith shop, a school, two boarding houses and a number of white homes. John Edwards Jr., in an attempt to keep a neat, clean village, sold white paint to the property owners at a very attractive price. This encouraged the homeowners to keep their buildings well painted even though they were all uniformly white. As a result, the village was nicknamed "White City."

In 1855, again in 1858, and once more in 1859, Clinton found himself financially obligated to the business. Unable to make restitution, he transferred portions of his equity in the partnership to Edwards. In each case, Clinton signed over to Edwards portions of his landholdings in Wood, Marathon and Adams counties in Wisconsin. Finally, an agreement was reached between the two men whereby Edwards took over management of the business operations, while Clinton was banished to operate the farm and lumber camp on Mill Creek in northern Wood County. Incidentally, Clinton was killed in a saloon brawl in 1859.

John Edwards Sr. retired in Dubuque, Iowa, dying there on October 6, 1868. Upon his death, the Central Wisconsin property and mill operations fell into the hands of seven heirs. Four of these heirs purchased from the other three, the Frenchtown or Port Edwards lumbering operations. A sum of $15,700 was paid for the property. John Edwards Jr. was one of the four owners, and he took over management from an office in Frenchtown.



John Edwards & Company sawmill on the Wisconsin River at Port Edwards, Wisconsin. Railroad tracks that appear in the picture only went to drying yards adjacent to the mill. Lumber was still rafted down the river when this photo was taken about 1870. (Courtesy South Wood County Historical Society)



Office of the John Edwards & Company located near the Port Edwards sawmill. John Edwards Jr. is standing on the right. The building also housed a company general store and a post office. (Courtesy South Wood County Historical Society)

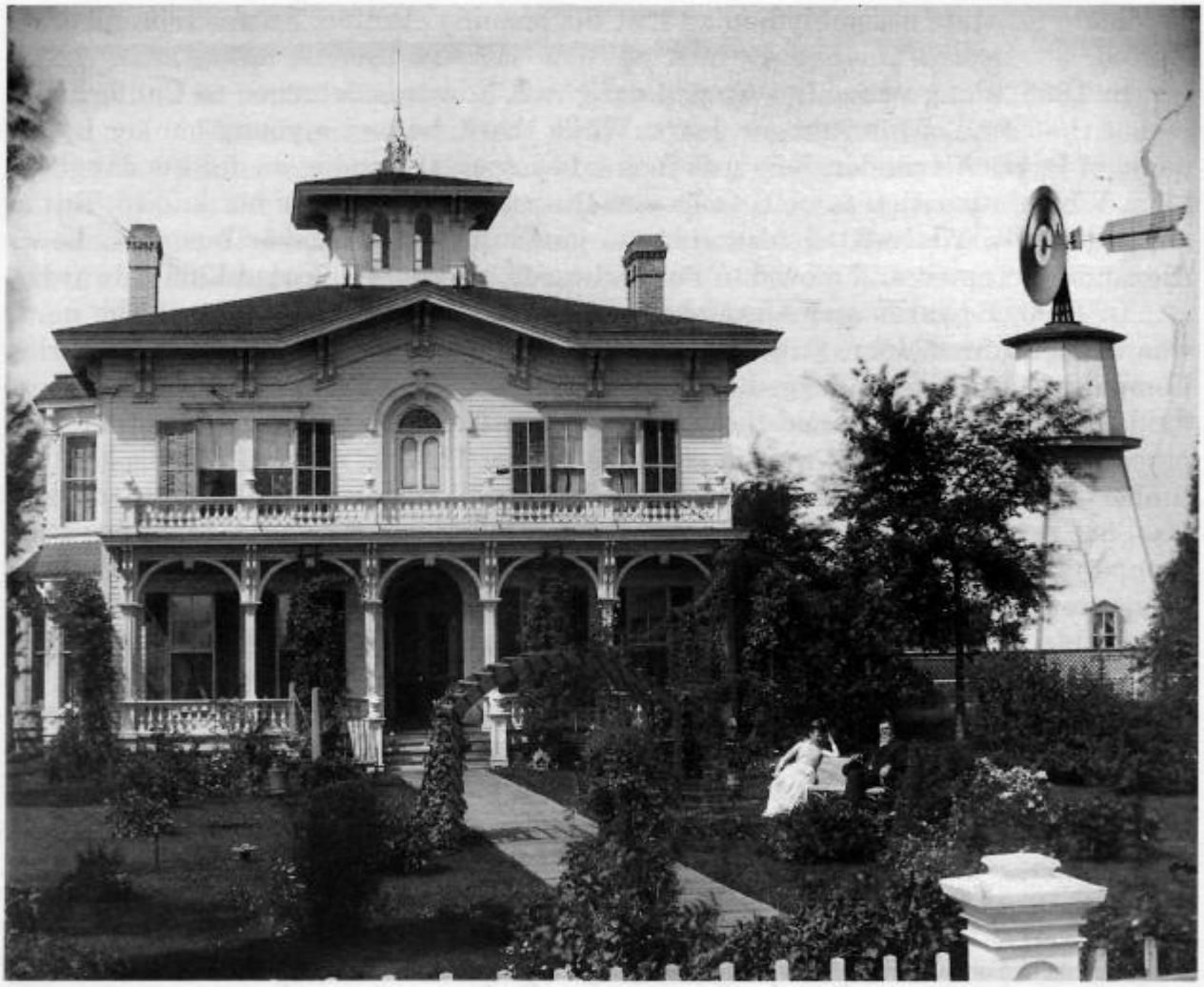
As previously mentioned, John Jr. was born September 15, 1831. In 1849, at the young age of 17, he ventured to California where he spent nine years practicing his Cornish heritage of mining. He obviously did all right in this endeavor since he was able to finance several business acquisitions in the years to come. In 1859, the younger Edwards, upon a summons from his father, returned to the Midwest where he took over management of his father's lumbering business following Clinton's death.

After his father's death, John Jr. wished to gain full control but was unable to raise the necessary capital to purchase the assets of his three brothers and sister. Accordingly, he enlisted the help of none other than Thomas B. Scott. In 1873, the company was renamed, becoming the partnership of Edwards and Scott Company. Then, in 1885, with monetary help from W. E. Southwell of Milwaukee, Edwards was able to purchase the Scott interests in the mill. Now it once again became known as John Edwards and Company. It is interesting to note that the company was not only a vendor of wood products such as pine lumber, lath pickets and shingles, but also a supplier of dry goods, groceries, provisions and even livestock.

Perhaps a little insight into the lumber business conditions in the era following the Civil War would be of interest. In 1872, John Edwards and Company cut 10.5 million board feet of timber at the Mill Creek camp near Arpin, Wisconsin. This was floated down Mill Creek to the Wisconsin River and then on down river to Port Edwards, a roundabout way, but certainly the least expensive. One account indicates that Edwards sold 697,057 board feet of lumber at a price of $13 a thousand, or a total of $9,061.78. He indicated his cost as $2,136.20 for a profit of $6,925.58! Slabs (the curved part of the log) sold for 50 cents a cord as firewood, while sawdust brought in $2.25 per wagonload, no doubt from a local ice house.

In 1861, John Jr. married a Centralia (Wisconsin Rapids) school teacher, Frances Morrill. Edwards promised to build a school building in Frenchtown (Port Edwards) if Miss Morrill would come and teach in it. She consented and, as a result of the agreement, Frenchtown had its first school and Edwards secured a wife. To this marriage, four children were to be born; only one, Lida, surviving infancy. In 1866, Edwards built the Elm Court residence for his family. Exactly where Mr. and Mrs. Edwards resided between 1861 and 1866 is not known, but there was a small house located on the same property, immediately behind the Elm Court home. Perhaps this was the first home for the pioneer family. In 1872, after having secured full title to the Port Edwards mill, Edwards built the wooden office building across the street from his Elm Court home.

Edwards Jr. was not only involved in lumbering, but took an active part in government and civic affairs. He was elected to the Port Edwards district school board where he served as treasurer for 30 years. He served as a member of the Wood County Board of Supervisors, including two terms as the County Board Chairman. Since the first post office in Frenchtown was in the office building of the lumber company (along with a general store), it was only appropriate to appoint Edwards as postmaster, a position he held until 1890. He served as chairman of the Town of Port Edwards until such time as the Village of Port Edwards was set aside as a separate



John Edwards Jr. and Francis Edwards (wife) relax outside their "Elm Court Estate" home in Frenchtown (now Port Edwards). The John Alexander YMCA building occupies this site today. (Courtesy South Wood County Historical Society)

community. He was the first village president of the new village. He served as a delegate to the Democratic National Convention, as well as a member of the state of Wisconsin convention for nominating state officials. On two occasions, he made an attempt to become State Senator in a district strongly adverse to his political connections. Yet, the contest was so evenly divided that, in both instances, the results were in doubt until several days after the election. Today I guess we refer to that as a recount! Finally, he was made the unanimous choice of his party as their candidate for state assemblyman and, at the ensuing election, he was triumphantly elected.

In 1885, along with his wife and daughter, Edwards returned to California to revisit the scene of his younger years. While there, he met a young banker by the name of Lewis Alexander. Edwards took a liking to Alexander, as did his daughter, Lida. Which attraction came first or was the most influential is not known. But at any rate, Edwards invited Alexander to join him in his lumber business. Lewis Alexander accepted and moved to Port Edwards, where he married Lida Edwards.

In 1890, Edwards and Alexander reorganized the lumber business. The name was changed from John Edwards and Company to John Edwards Manufacturing Company. Edwards had logged the best of the virgin pine trees and cut them into lumber. Now there remained the leftovers – smaller trees and varieties other than pine. The lumber cutters were a selective group. That is, they cut the best of the timber and then moved on to better stands. But, in the case of Port Edwards, this was not to be the pattern. The newly formed John Edwards Manufacturing Company, although still in lumbering, had as its main purpose the building of a newsprint paper mill. Begun in 1895, the new venture would be able to use the trees unsuitable for lumber. The new company was managed by Edwards' son-in-law, L. M. Alexander.

John Edwards' prominence is reflected in the obituary that appeared in a local newspaper following his death on March 11, 1891. It forms a fitting summary and closing for this paper.

> *When the legislature was informed that one of their members had ended his earthly career, the stars and stripes were immediately lowered to half-mast from the dome of the capitol, and the transaction of business immediately suspended out of respect to his memory.*
>
> *It was a solemn procession that accompanied the remains of Mr. Edwards to the train on Thursday morning. The members of the legislature not delegated as a special escort formed in line in front of the Park Hotel and preceded the hearse on its mournful course to the East Madison depot. On the casket rested two floral designs, one sent by his associates in the assembly and the other a Masonic emblem. The casket was deposited in a special car of the train provided for that purpose, which was occupied by immediate relatives of the deceased, by the committee of*

escort consisting of Assemblymen John Winan, Jas. A. Taylor and D. J. Dill; and Senators R. J. McBride and H. H. Price; by Sergeant-at-Arms Whalen; by Mr. and Mrs. Morril of Madison, brother- and sister-in-law of Mrs. Edwards; and by Messrs. F. Mennett, Thos. B. Nash, F. J. Wood and W. A. Scott...

The special train arrived at Port Edwards at 6:30 that evening.

The funeral services will be held Sunday afternoon under the direction of Fort Winnebago Commandry No. 4. Short services will be held at his residence in Port Edwards at one o'clock which will be followed by services at the Grand Rapids opera house after which the remains will be committed to their kindred dust at Forest Hill Cemetery.

Mr. Edwards was a Mason of high standing. He was a member of the Grand Rapids Lodge; of the chapter of Mauston, Wis.; of Fort Winnebago Commandry No. 4 of Portage, Wis.; and of the Wisconsin Consistory of Milwaukee.

To the untiring efforts of Mr. Edwards and his business associates, Northern Wisconsin owes a large share of her present development. It is well known that in the year 1873, largely through his efforts, the Wisconsin Valley Railroad was built from Tomah to Wausau. And even last year he was the prime mover in the building of the Port Edwards, Centralia and Northern Railroad. Besides these two great projects, he has interested himself in many other institutions that have contributed to our well being and financial stability.

But Edwards had one more move to make. In 1961, his remains were exhumed from the Wisconsin Rapids cemetery and moved to the Port Edwards village cemetery, and the granite statue that marked the family plot was moved to a park in Port Edwards. From this vantage point, his image with folded arms looks out over the domain that he had such an important part in building.

T. E. Nash, Founder and Friend

By Dave Engel

Tom Nash knew what to do with the timber left after his predecessors took the pine out of the pinery. With help from his friends, he founded, or helped found, at least one railroad, two towns, a paper mill, a pulp-buying concern, a bank, a cranberry marsh, four grist mills and a street-car line. "The value of his accomplishments was not limited to the period of his own life," wrote the *Encyclopedia of Biography.* "They have become instead a part of the very fabric of Wisconsin's existence, forming the foundation on which the Commonwealth of today has been built."

Tom had emerged from humble-enough immigrant origins. His father, Lawrence, made his living as a salmon fisherman in the Irish village of Shanagolden, before sailing to Boston in 1850 and joining the great crowd of Irish railroad workers moving west. Thomas, the third child, was born at Zanesville, Ohio, in 1852, and went with his family to Wisconsin. Like his father, he eventually would work for the railroad, in what would now be called telecommunications – the then high-tech field of telegraphy.

In 1875, Tom came to Centralia, Wisconsin, twin city of Grand Rapids (later to combine as Wisconsin Rapids) as station agent for the Chicago, Milwaukee & St. Paul Railroad. With his brother, he bought cranberry land and hired local Winnebago Indians to pick the berries. The marsh became one of the most successful in the area until the widespread fires of 1893, when it was sold.

Tom resigned from the railroad in 1884, upon his election to the state assembly, where he met the legislator and seat mate who was to become his lifetime friend, mentor and father-figure: William F. Vilas. Vilas immediately engaged Nash to help with legislation designed to develop the University of Wisconsin. When Vilas was named postmaster-general of the United States in 1885, he left the University Appropriation Bill to Nash, who was able to help successfully fund Science Hall, the "old red gym" and a heating plant.

Vilas brought Nash to Washington as chief clerk of the post office department, soon appointing him general superintendent of the railway mail service. In 1888, Nash returned to Wisconsin, where he joined his brother, John L., in purchasing the Neeves flour mill.

Planning for the Port Edwards, Centralia & Northern Railroad began when John Edwards of Port Edwards sought a feasible route for a railroad from his large saw mills at Port Edwards to some point on the Wisconsin Central, perhaps Auburndale. By 1890, plans for a new railroad all the way to Marshfield had been laid. Directors for the first year included Edwards, J. D. Witter and Thomas E. Nash. Along with the development of the railroad in the following year, came that of the village of Arpin, organized by the John Arpin Lumber Company. The Arpin family had purchased vast tracts of timber and would soon construct a saw mill.

At the first meeting of the PEC & N board in 1891, president T. E. Nash was commended for his splendid work. W. A. Scott, Nash's son-in-law, was elected president for the coming year and T. B. Scott, secretary and treasurer. Depots were built in 1891 at Centralia and Port Edwards. In 1896, the short-lived line was reincorporated as the Marshfield & Southeastern, which was controlled by the Wisconsin Central and annexed by same in 1901.

Using his 15 years of experience in cranberry farming, Nash helped his friend Vilas start a cranberry marsh near Babcock in 1890. "I mean to be a good neighbor to you in the cranberry business," Vilas wrote, adding later that he was too busy to attend to the marsh, which was ultimately one of his less successful ventures. To accommodate his increasing fortune and that of the PEC & N Railroad, Nash, with Vilas and others, joined in the founding of the Wood County Bank in Grand Rapids in 1891. With his projects to come, he was going to need a cooperative financial institution. Previously (in 1888), Nash had bought lands in the vicinity of Swallow Rock and Point Basse. This water power source embraced land on both banks of the river for over two miles, joining the John Edwards company's property on the north and the last rapids on the river to the south. For several years, he unsuccessfully attempted to persuade paper mill owners from the Fox Valley, such as Kimberly and Clark, to invest.

Tom found partners soon enough: L. M. Alexander of the John Edwards firm at Port Edwards; Frank Garrison and G. F. Steele of the Centralia Pulp and Water Power Company; A.W. Patten and John McNaughton, pulp and paper manufacturers in the Fox River Valley; and, of course, old friend William F. Vilas of Madison, who, in 1892, was a U.S. senator. For contributing his $8,000 investment in land, Nash claimed $50,000 worth of paper company stock.

It was Vilas to whom Nash wrote regularly about the new company, named the Nekoosa Paper Company, of which Nash was the first president. In 1893, Vilas told Nash he was willing to abide by the judgment of others in the paper industry but, "I should discount you a little now, because I think you ought to be naturally zealous for this enterprise." A local newspaper wrote: "Tom Nash as great as Diana of the Ephesians in the Estimation of our Citizens for his untiring and ultimately successful efforts in securing the Great Accession to the Paper Making Industry of the Wisconsin River Valley."

When Nash sent Vilas his 500 shares of Nekoosa stock at $100 each, or $50,000 worth, he wrote: "I am going to build a splendid mill – cheap . . . I am confident when the plant is completed, the stockholders will be well pleased with their investment and my care." "I am sure you will justify all expectations," Vilas returned.

Among other ingredients for the new mill was a slightly used paper machine then on display at the Columbian Exposition in Chicago, made by the Beloit Iron Works. To provide employees for the mill, a town site was quickly surveyed and cleared. In 1893, not an acre of ground had been improved. There were no structures on the west side of the river in the area. Nash involved himself personally in the planning, as he described to Vilas. "We will want a post office early in the spring and a daily mail from Port Edwards. Two stores are about assured and one of them if

built as now proposed will be very nicely arranged for a post office. The fellow is a Democrat too." Among the necessities a founder had to consider for a new town were telephones, saloons, boarding houses, grocery stores, restaurants, a stage line to Centralia, churches and schools. Nash found he had forgotten to name the streets and came forth with streets named after his associates, Vilas, Patten, Alexander and Garrison.

In 1892, Nash wrote to Vilas, "I have just heard that Witter and Cameron have formed a company to build a paper mill on what is known as the Biron power, three miles above here . . . I mention it to show that Jere [Witter] is satisfied with the paper business for the company he is interested in at Appleton having about completed another big mill being the third one they own there."

Nash had founded the Nekoosa Paper Company and a town to go with it. But the much larger Grand Rapids and Centralia to the north, already fifty years in existence, stagnated. Although the twin cities dominated the immediate region commercially and culturally, and the river there showed a fall of 30 feet in less than three miles, the major potential of the water power remained undeveloped because it was in the hands of many owners with differing ambitions.

The owners of most water rights and lands met on July 16, 1894, and signed an agreement that "the water powers at said cities would be of more value if consolidated and improved on one general plan." The intention was that each owner would deed his properties to the "consolidated" corporations in exchange for shares in $300,000 of capital stock. Among the signers, and thus, founders, of the Consolidated Water Power & Paper Company were Mack & Spencer, the Wisconsin Wood Pulp Company, the Pioneer Wood Pulp Company, the M. L. Bensley estate and brothers John L. and Thomas E. Nash. In order to apportion the shares fairly, the signers appointed a board of arbitrators from the Fox Valley. When the report arrived in February 1895, Tom and John Nash took one look at the figures and walked out. Of 1,755 shares, they had been given 135. They deserved, the Nashes believed, for their flour mill and water rights, at least double the amount awarded.

Consolidated forged ahead anyway. First they unsuccessfully attempted to force Tom and John to take the stock they had been offered. Further options were offered to the Nashes but not accepted. A lawsuit was commenced. A year after the consolidation, the plan remained frustrated and old sawmills went back to sawing wood. A paper mill could not be built as long as the Nash property sat on the east end of the proposed dam. A lawsuit against the Nashes was dismissed in November 9, 1895. Yet, when J. D. Witter got into Consolidated in the spring of 1895, you could pretty well bet the company would build a mill some day. Vilas wrote to Nash in 1896, "I am not sure but the value of that Grand Rapids Power may come to be all it will cost to consolidate it. Are there any new developments in that business?"

There were no developments for a while other than lawsuits piling up. Vilas hoped that Nash would be able, not to sell his Consolidated options at the right price, but to buy out the entire concern. Thus Vilas and Nash would own the paper mill at Rapids. "It seems to me it will improve the price downwards to have Nels Johnson fight his proceedings awhile," wrote Vilas on April 6, 1898. "If he and Witter were out of the way, would not the others be comparatively easy to deal with? It would seem the more promising course would be to let the fight get well-tangled, and then buy them out."

Nash had his own problems, as Rapids lawyer B. R. Goggins wrote to Vilas in 1899.

> *The past six months has been a very hard season for Mr. Nash. It was almost impossible to get the wood necessary to keep the mill a-going, and other business piled up in such a way as to over work him and he came home the last time . . . ill, with a serious attack of erysipelas in the head and face; and, when I tell you that the inflammation was so great that he was delirious part of the time and that his face was swelled to such an extent as to present almost one even surface . . . you will fully understand what a serious time he had.*

In his aggravated condition, Nash considered taking Consolidated's $15,000 offer. He had learned that a new paper mill was planned for Wausau or Schofield that would diminish the value of the Rapids site. When Witter and Johnson found out about the new mill, they might not want to buy the Nash property.

But giving up was contrary to the character of William F. Vilas. He wrote to his advisee, "You have worked too hard and strained too much. We have stood ready to meet them and they know it. But they are the ones who must advance and, so long as they do not, they are losing. Always, nearly, delay is defensive in law." Vilas promised to help lawyer Goggins to the best of his ability, at no cost to Nash. "I take pleasure in helping a friend I love when in trouble. Give up nothing for a settlement," said the absentee adviser who had so much influence in River City. He also told Nash to take a vacation, which Nash did, departing for Hot Springs.

Lawsuits involving Consolidated continued to accumulate. In 1899, Nash was sued again. By then, he had bought his brother's half interest and the flour mill had burned, for which he received $5,500 in insurance. A 1900 court decision said Nash would have to turn over his property to Consolidated, at the same time boosting his shares from 135 to 342. Other decisions came in, allowing partners in Consolidated to retreat from the agreement if they wanted to. Vilas told Nash: "It seems to me this will sicken J & W and they will try to get out . . . One thing I think J & W will concede I was right on, that having such interest at stake they were fools of the first water for not coming to terms with you."

Consolidated vs T. E. Nash went to the Wisconsin Supreme Court in 1901. Still occupying their original positions, Consolidated claimed Nash was obligated to turn over his property. Nash answered that the original agreement was void. In the long-awaited decision, coming seven years after the "founding," Nash was released from obligation to Consolidated. Four days later, Tom sold his water power and land along the Grand Rapids to Witter and Company, for his price of $33,750. Lawyer Goggins paid tribute to Vilas: "On learning the result in Tom's case, I can assure you it was with no small amount of pleasure and satisfaction that I took down my old brief book and I found that the points of defense there jotted down at your dictation in June 1895 had been by the Supreme Court adjudged sound . . . Was there ever a victory so fruitful of satisfaction and profit? Was there ever a defeat more humiliating and crushing?

Nash took his money and built an impressive chateau on the west bank of the Wisconsin, which immediately burned and had to be rebuilt. It was later given to Stanton Mead of Consolidated as a wedding present by his father, George W. Mead. The former Nash mansion is now the headquarters of Northland Cranberries.

As Secretary of the Interior, Vilas had favored the cutting of timber to provide building materials and to clear the land for agricultural purposes. As an investor, he did his best to be a good robber baron. Besides his 1893 interest in the Nekoosa Paper Company, in 1896, Vilas bought $10,000 worth of stock in the John Edwards Manufacturing Company. By 1900, he had invested heavily in the Superior Lumber Company of Ashland and was a director of the Wisconsin Central Railroad.

In northwestern Wisconsin, logging of the virgin white pine lands had peaked in the1890s and was much diminished by 1900. The remaining lumbermen turned to second-growth pine, Norway pine, spruce, white oak and other hardwoods. And there was hemlock, providing bark for tanneries and logs for lumber and sulphite pulp. In 1901, Nash acquired large timber holdings in Ashland and Sawyer counties – in the name of the Nash Lumber Company, a partnership of himself, his sons Guy and James, along with Vilas. More than 40,000 acres were purchased for about $100,000. Most of the financing was provided by Vilas. Headquarters were in the Ashland County town of Jacobs on the East Fork of the Chippewa River at what Nash and Vilas considered the best manufacturing site between Park Falls and Glidden.

The founding began in late 1902. Men arrived from Grand Rapids to build a store, boarding house and railroad from Glidden to the sawmill site. Tom's son, Guy, was to manage the operation. Vilas suggested he build a house "somewhat better than the ordinary frontier one." Vilas wrote to Tom: "His tastes are quite plain, but we'll want to have him comfortable." For his part, Guy wrote to his sister, Nell, on July 22, 1902, from Glidden: "This is from the scene of our prospective operations, and is written from a private car set off on a siding near the city's heart. Colonel Vilas, Father, Jim, Leo and myself, are the party, and President Whitcomb [of the Wisconsin Central] has furnished the colonel the car."

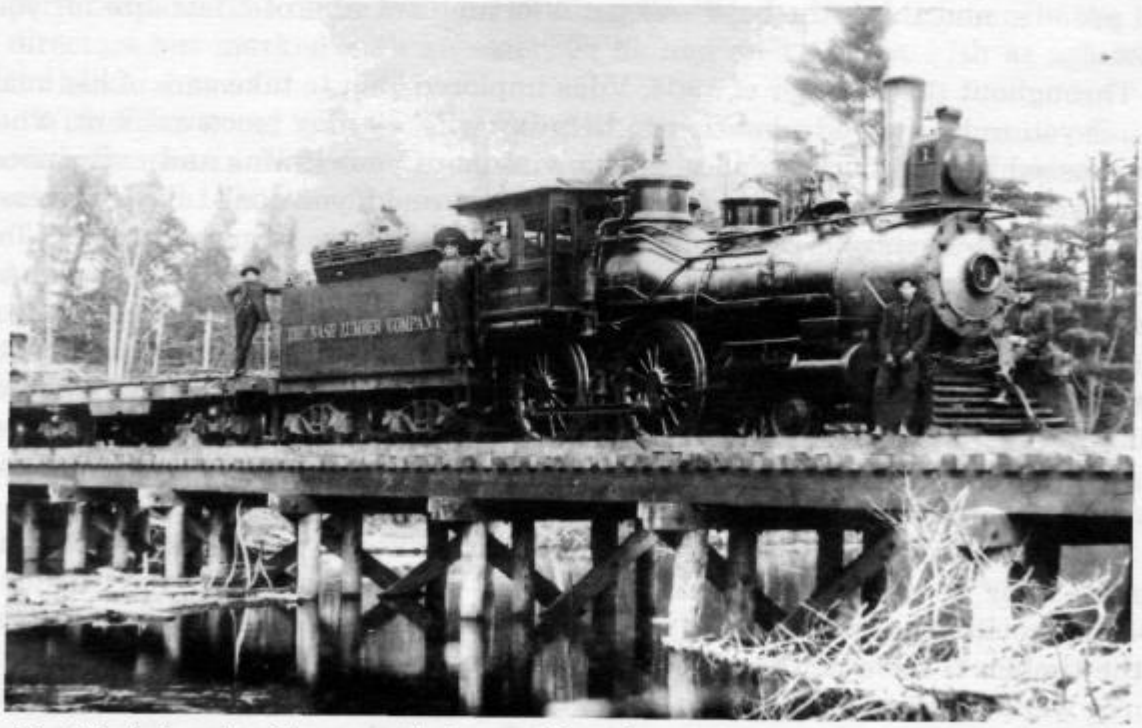
In 1903, Vilas commented in his customary avuncular manner to Guy. "Mrs. Nash was pretty plucky to go up, and I am glad you enjoyed such a pleasant ride to compensate her. Things will take on a pleasanter outlook when store and boarding house and Guy's residence are built, the mill going and summer's growths lend their adornment. If I were a young fellow with a new wife, I wouldn't want anything more enticing."

Vilas quickly got to more pragmatic issues. "As to the money required. We shall need, of course, for mill, for buildings, for stocking store, for logging and current operations, quite a sum; perhaps $40,000 to $50,000. Three-fourths of this falls to you and the boys." Vilas advised them to borrow from him what they needed and pay the notes off from time to time.

Tom pressed Vilas to build a sulphite mill at Shanagolden. Vilas said it would cost too much and would be useless when the local timber was gone. The sulphite mill was not built, but in 1903 a less visionary steam-driven sawmill and planing mill were. The ***Ashland Daily Press*** of October 14, 1903, announced that a



Nash Lumber Company sawmill at Shanagolden. The double band sawmill, with a capacity of 100,000 to 120,000 feet a day, burned in June 1907.



The Nash Lumber Company had ten miles of main line, standard gauge railroad in operation by 1904. It had its own locomotives and railroad cars.

promising new village had sprung up. "Parties from Grand Rapids, Ex-President Cleveland and Wisconsin Senator Vilas, from Grand Rapids, are investing money four miles from Glidden, where they are putting in a hardwood mill and furniture factory at a place which they have named Nashville." The actual name was Shanagolden, after the former Nash home in Ireland.

Guy had not yet completed his house when Tom got an idea. He would combine the Nash Lumber Company with the Nekoosa Paper Company in order to provide to the latter the raw materials of paper manufacturing. Vilas said he had bought the Ashland company operation once; he wasn't about to buy it again, this time from himself. He assured Nash that after a year or so, the lumber market would revive and there would be plenty of customers for the property. "We don't need to be impatient. All we have to do is move prudently, make no needless outlays and keep on 'sawing wood.'"

Vilas continued to meet Guy's pleas for cash. His loyalty was evidenced by a 1903 letter to Tom: "I have no such friend left now, but you. It has been a dreadful death-harvest. I cannot bear to think of it." As 1904 began, Vilas began to wonder if a large mistake hadn't been made somewhere. Calls to him for contributions got so numerous he thought a better alternative might be to shut down the mill rather than to operate for no profit. He identified two problems: unprofitable winter sawing and inadequate accounting in the office. The Nashes characteristically defended the operation and Tom encouraged his son, telling him that the Nash Lumber Company would bring independent riches to Guy and profit to Vilas. The colonel noted that he had now furnished over $254,500 to the Shanagolden enterprise, "but I reckon it a good promise and think the boys will get a fortune out of it of a fair size for young fellows."

Throughout the summer of 1904, Vilas implored Tom to take care of his health. "I want you to be in good condition to help my wife, as may be convenient, when I have 'passed in my checks,' and give the wisdom of your brains and experience to Nekoosa and Shanagolden for many years to come, and if you don't take the pressure off, you will be a grievous disappointment to me after I am dead and gone." Tom's physical problem was diagnosed as paralysis agitans, now called Parkinson's Disease. As Tom left to recuperate on a Mediterranean cruise, Vilas said he would miss "you alone who are of the inner circle of my heart." At the same time, he lectured Guy: "You have got to run this business with such poor counsel and aid as I can give. We must not let it weary your father, who ought to be carefree. And as I believe nothing will mitigate his concealed and hidden anxiety as a substantial reduction of our debt. It is pitiful to see him so discouraged."

Logging continued at Shanagolden but never profitably as the Nashes continued to place their hopes in a future sulphite mill. Vilas became more dissatisfied. In 1905, he thought they were actually reducing the value of their investment by taking off the timber. "I have not been satisfied with the mill from the first," he said. The figures were "disquieting." His own logs cost more cut by Nash Lumber Company than they would have if they were purchased from another company. Vilas was ready sell Shanagolden to the highest bidder and it duly went up for sale.

A creative solution came about in 1905 with the conception of the Port Edwards Fibre Company which would buy the Nash Lumber Company and build a sulphite mill to use the Shanagolden timber products. However, the mill would not occupy a place in Ashland County but in Wood County, at the Port Edwards paper mill of John Edwards Manufacturing Company, presided over by L. M. Alexander. The Nashes and Vilas owned two-fifths of the new company; Tom Nash, named president, at this time owed $96,000 to Vilas.

In 1907, the Port Edwards Fibre Company absorbed the Nash Lumber Company with L. M. Alexander and his manager, G. F. Steele, in control, rather than Vilas, the scrutiny of Guy Nash's lack of profitability took a nasty turn and it was clear something was going to happen, although the actual events were somewhat surprising. "Everything seemed set for years and years of manufacturing," wrote Guy Nash later, "when one day in 1907 the fire whistle blew," and in a few hours the company had lost its sawmill. "It now looks probable to me that we shall have to shut all work off at Shanagolden for the winter and discharge our people," wrote Steele to Guy, while Alexander told Vilas: "I feel very much concerned about the proposition as a whole, as it is far more extensive and expensive than I ever dreamed it could be possible." Vilas told Alexander he was displeased that he had not been consulted in the closure and would invest no more money in the Port Edwards sulphite mill.

In 1908, Tom Nash, Alexander, John McNaughton and Steele came to an agreement that created a major new industrial player: the Nekoosa-Edwards Paper Company. A merger in 1908 combined the Port Edwards Fibre Company, the John Edwards Paper Mill, the Centralia Pulp & Water Power Company and the Nekoosa Paper Company. The name William F. Vilas was listed among members of the board of directors but marked with an asterisk; he had died August 27th at age 68 of a brain hemorrhage.

With Vilas gone, with Tom in ill health and Guy with no important office, the Nash influence in Nekoosa-Edwards was not considerable. Tom Nash served as president until 1910 when he was eased out of office due to Parkinson's Disease and Alexander took over as president. Guy soon left to run the Jackson Milling Company of Amherst.

As always, Tom thought about paper. In 1913, he tried to convince George Mead of Consolidated Water Power & Paper Company to build a tissue mill on the Jackson Milling Company's water power site in Stevens Point. He didn't live to see that one last project completed, before his death in 1917. However, Thomas E. Nash, with help from his friend, William F. Vilas, did more than his share of founding.

"King George" Hiles

By Mary Hiles

The wind whistles softly through the trees near the tombstone in Riverside Cemetery in Oshkosh. There is no hint of ostentation, no clue to indicate that beneath the modest marker lies the remains of a Wisconsin lumber baron, heir to one of the largest fortunes amassed during the early years of the state's settlement. The burial marker's inscription reads simply: "Franklin Pierce Hiles, Born: March 16, 1851, Died: February 6, 1934." A second, equally unobtrusive tombstone marks the grave of Cora Rose, Franklin Hiles' second wife, an Oshkosh native.

Franklin Hiles lies far away from the rest of the Hiles family, who are buried halfway across the state in a small rural cemetery set aside for them and their decendents. The principal marker in that now almost forgotten place is anything but modest – an imposing 40-foot obelisk, rising like a giant spear out of the surrounding prairie. Like the monument to Ozymandias made famous by the poet Shelley, it leaves no doubt about the high opinion the man lying beneath it had of himself. That man was George Hiles, Franklin Hiles' father.

When George Hiles was alive, they called him "King George" – and that was just fine with him. He liked the trappings of wealth and played the monarchical role to the hilt. Dressed in a full-length beaver coat that covered his hefty 200-pound frame and sporting a beaver top hat and gold-topped cane, he ruled an empire as large as that of some kings: 70,000 acres, comprising nearly half of Wood County and a generous portion of Clark County; a 5,000-acre horse ranch in Nebraska; 240 acres in Chicago Heights; tracts in Chicago Lawn and Franklin Park; plus other real estate in Chicago and Milwaukee, including personal residences in both cities.

During the Panic of 1893, when the Wisconsin Marine and Fire Insurance Company Bank of Milwaukee (forerunner of today's Marine Banks) closed due to what was politely referred to at the time as "financial embarrassments," George Hiles' pledge of his personal fortune enabled the bank to reopen its doors.

He hadn't done badly for a young man in 1844 who at 18 reputedly had come to Baraboo with an equally young wife, a team of oxen and $1.50 in his pockets. At the time of their arrival, Baraboo had less than a dozen families, but it did have a sawmill, where George Hiles learned the skills that would play a major roll in his successful climb up the economic ladder. While working for $14 a month in the mill and in a logging camp, he caught the eye of a trader named Wood, who offered him a partnership in trading with the Indians.

For several years he traveled extensively throughout the broad expanse of the Wisconsin Territory, bringing back furs and pelts which he sold to the markets of Milwaukee and Chicago. He'd known Indians all his life, had grown up with them back in Michigan. He was the first white child born in the small village near Pontiac where his Yankee parents had come as settlers. So it was easy for him to develop good relations with the Winnebagos, who became his principal trading partners. As he explored the Wisconsin wilderness with Indian guides, no doubt he could see his future all around him in the seemingly endless acres of towering trees.

And when some good lands that he'd scouted were thrown open to settlement under a treaty, he was there, on the spot, securing huge choice tracts for himself and for others as their agent – at a nice profit, of course. In less than 10 years, he had managed to lay the foundation for his fortune, using as material the vast wilderness that he now owned. George Hiles set about doing just that in 1850, when along with Albert Searles, he founded a town near Wisconsin Rapids, calling it Dexterville, after a village he'd grown up near in Michigan. He built a sawmill that could turn out 8,000 feet of lumber a day, powered by water from the Yellow River. But that was just the beginning. Five years later, the area's residents were calling him "King George." Before he was finished, he would build fifteen sawmills in the central Wisconsin area, which turned out millions of feet of lumber daily.

Although he took time out to serve as a representative in the 1856-57 Wisconsin legislature, he was less interested in politics than in business. In the early years, the lumber from his mills traveled to market by way of the Yellow, Wisconsin and Mississippi rivers. Later he built his own railroads – the Wisconsin, Pittsville & Superior and the Milwaukee, Dexterville & Northern, so he could ship directly.

By the 1870s several railways ran through the then-thriving village of Dexterville, where he lived and where several hundred people were employed at his various enterprises, including a general store, large tub and pail factory, sawmill and shingle and planing mill. In those days, anyone not finding him at one of his places of business could probably locate him in court. For "King George," litigation was almost a way of life. A circuit court judge of the time was quoted as saying that his court "wasn't legally in session" since in looking over the docket, he hadn't noticed the name of George Hiles in any of the suits pending.

One case in which he was a defendant went all the way to the Supreme Court. The Green Bay, Winona & St. Paul Railroad Company sued him for the return of land adjacent to a 100-mile stretch of railroad he had contracted to build for that company. "King George" won the suit. The court held that under the charter, the railroad could not hold land that it did not need for operating its line.

The ***Milwaukee Journal*** carried the following story, which illustrates the lively times which George Hiles had in the early days of logging:

> *"George Hiles, whose name is again brought before the public more prominently than he wishes – this time by means of the alleged forgery of his signature – has lived in Wisconsin ever since it became a state, and was one of the pioneers of territorial days. His life has been a varied one, with plenty of danger mixed up with hard work. About the time the war broke out he was living at Dexterville, engaged in the lumber and cranberry business, and was looked on as reasonably well-to-do. Charley Fairfield, a younger brother of the general, and two young men went up to Wood County and also engaged in cranberrying. In some way their interests clashed with those of Hiles, and one day as he was walking up the single street of the town wearing*



In 1891 George Hiles began construction of this double band sawmill with a capacity of 100,000 board feet a day and later added the planing mill. The mill was torn down in 1909 and the machinery sold to Canadian "parties." (Courtesy State Historical Society of Wisconsin)

moccasins, the three young men opened fire on him with revolvers. He was unarmed, and ran for his warehouse where he knew he had a loaded rifle. The oak door was locked, and he tried to kick it in, but made slow progress on account of his moccasins. Meantime his assailants kept up a steady fire, and lodged 17 bullets in the door, until they had emptied their weapons, and started to run just as the panels yielded. Before George Hiles could get his gun, his brother grabbed it and fired at the fugitives without effect. But James Hiles, George's son, then 14 years old, had better luck. He ran out of the family home, armed with a shotgun, and blazed away, wounding one of the men in the neck and shoulder. He fled with his companions, however, and they reached their camp in safety. George Hiles walked to his home, and then took an inventory of himself, finding that he was short two suspender buttons which had been nipped by bullets on each side of his canvas overalls, and that one of the bullets had also grazed his side just enough to draw blood. Fortifying himself with a pint of whiskey – he used to drink in those days – he ran down to his mill in time to stop about fifty of his men, who thought he was dead, and who were arming themselves for a raid on the opposition cranberry camp, with the intention of burning the shanties and shooting everybody they saw around. It was incidents of this kind that enlivened the business of lumbering years ago."

In 1886 George Hiles and his second wife, Mary Downing, moved to Milwaukee, where he remained until his death in 1896. He left an estate of over $4 million. "King George" was buried in Dexterville amidst great pomp, following a memorial ceremony that he himself had planned. It took three special railroad cars to bring the relatives, friends, and dignitaries who came to pay their last respects. He'd had a railroad spur built out to the cemetery just to carry the Vermont marble monument that he'd ordered in advance of his death.

Perhaps symbolically, the top of the monument had a crack in it and had to be reshaped. For a "crack" also existed in the legacy "King George" had left behind. His fortune was built principally on a finite material: lumber. Those seemingly endless acres of timberland that he'd first set eyes on in the 1840s were almost gone by the turn of the century, thanks to him and to the rapacious appetites of others like him. Oblivious to the history that was being made all across the state as mill after mill closed down, his two sons, Franklin and James, continued in the lumber business that they had grown up in. They formed a partnership which continued until the latter's death in 1915.

Six years after "King George's" death, Franklin Pierce Hiles sought to duplicate the success of his father by founding a lumbering community in the northern part of

the state. Located in Forest County, he called the village and the township it was located in "Hiles." Situated near the source of the Wolf River, the town had about thirty houses and included a roundhouse for the logging railroad that was built to run into the forest east and north of the town. Franklin Hiles built a dam across the river and used the pond created by it to hold the vast number of logs brought out of the nearby forest until they were ready to float down the river to the mills and markets of Oshkosh.

In its heyday, 450 people lived in the town, which was owned lock, stock and barrel by Franklin Pierce Hiles. But the boom years were short lived. The land had paid and paid – while nothing had been put back. By the early 1930s, large-scale lumbering in northeast Wisconsin had seen its day. During the Depression years, the boarding house at Hiles that had been built to house 60 to 70 mill workers was operated by the state government as a transient camp for the many homeless people who traveled the state looking for work. On a bitter cold February day in 1934 the old boarding house caught fire and burned to the ground, depriving 200 people of shelter. On that same day, Franklin Pierce Hiles was lowered into his final resting place in Oshkosh.

What happened to the fortune amassed by "King George"? When asked in later years where the money had gone, one of his two sons was supposed to have quipped, "fast women and slow horses." But Ralph Colburn, retired business executive, local historian and resident of Hiles, believes that answer is too simplistic. "They thought they had land worth a million dollars. But when the timber was gone, all that was left was cut over stumpage that was difficult to sell at any price," said Colburn. "Like many lumbermen of the time, their mistake was in thinking that it would go on forever."



Franklin Pierce Hiles started the town of Hiles in 1902 and by 1905 it had a population of over 450. Late in 1905 Hiles sold all of his holdings here, including the town, to the Forster-Mueller Lumber Company (R.E. Rohe Collection)

The Roddis Family: Their Lumber Operations

By George Koshak

William Henry Roddis, an early resident of Milwaukee, became involved in the lumbering business in March of 1894 when he made an investment of $5,000 in the Hatteberg Veneer Company of Marshfield. This soon drew the Roddis family into further investment and then ownership of this company.

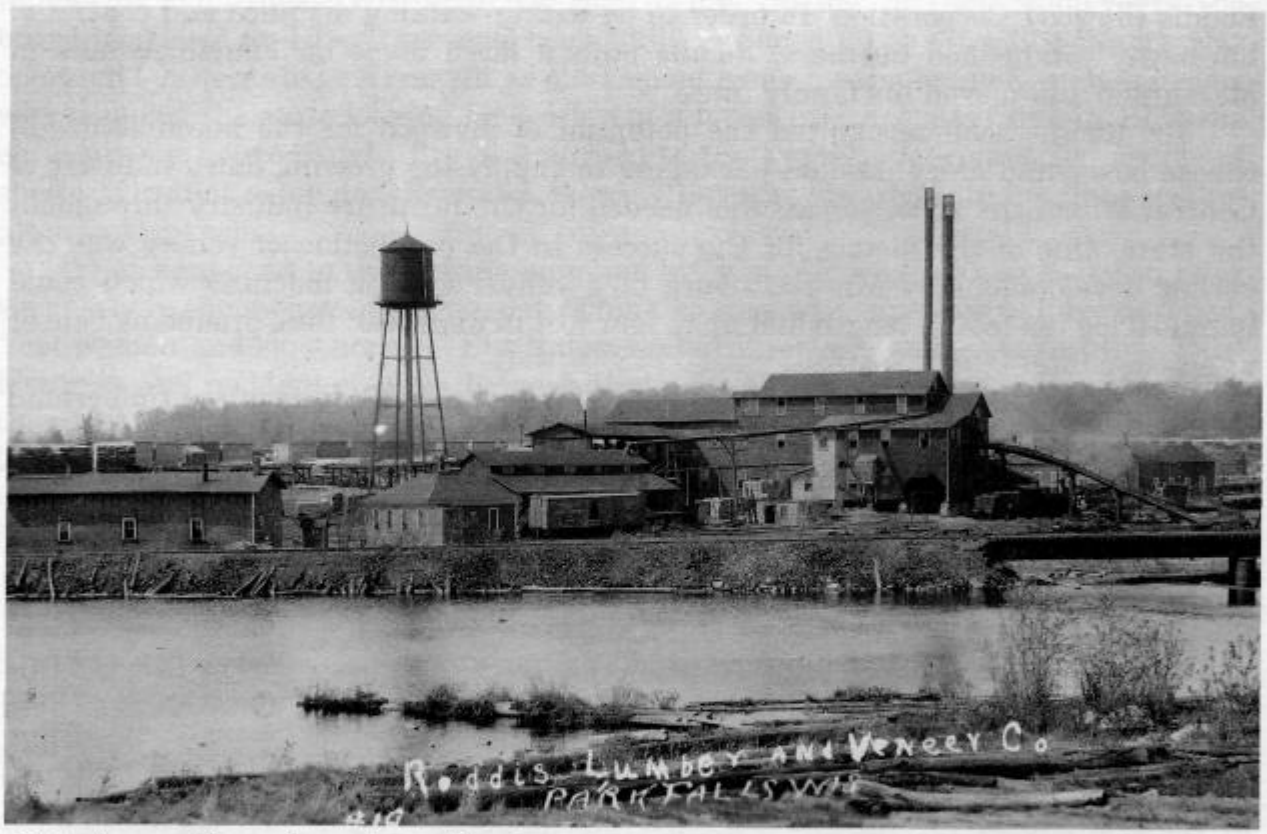
William's son, Hamilton, who was entering college at the University of Wisconsin as a law student, was brought into the firm and the name was changed to Roddis Plywood Corporation. In order to be within walking distance and control of his newly established business, Roddis built a large home on Fourth Avenue in Marshfield and moved his family there.

Mr. Roddis soon recognized the potential of plywood for the manufacture of cheese boxes and dairy product packaging to supply the growing dairy industry of Central Wisconsin. Also, veneer was needed for the furniture industry throughout the state. One of the factors for the success in the production of veneer was the earlier development by Mr. Hatteburg of a veneer cutting machine which could handle a log ten feet in length and up to four feet in diameter, thus producing veneer at a faster rate.

The firm was renamed Roddis Veneer Company in 1897. It acquired timberland in various locations in Wood and Marathon counties and purchased veneer logs from other sources. Oak and maple were the desired species. Under the direction of William Roddis, the young veneer company prospered and developed into one of the most successful plywood and veneer producers in the country. They added to its product lines, for furniture, pianos and organs while holding on to its monopoly of the production of cheese boxes.

Tragedy struck on April 20, 1897 when the factory was destroyed by fire, but this was only a short setback. Mr. Roddis called his son, Hamilton, from college to help rebuild the factory. In July the plant was back in production. This more or less started Hamilton's involvement in the business. He finished his law studies partly by self-study at night and joined the firm permanently in 1899. He served in such capacities as secretary, president, and chairman of the board for 63 years, advancing the Roddis Veneer Company into a very prestigious and innovative plywood manufacturing concern.

On March 20, 1903, a news article in the ***Park Falls Herald*** stated that representatives of the Roddis Veneer Company of Marshfield had visited the city looking for property and a building site for a sawmill and a tie mill. Thirty-six acres with water rights were purchased from the Wisconsin Realty Company at the north end of the city, adjacent to the Flambeau River. Prior to this transaction, Roddis had purchased a large tract of timber and timber rights in Ashland and Iron counties north of Park Falls to secure a supply of saw logs for the new saw mill. The saw mill was built in the summer of 1903. Veneer logs were shipped to Marshfield.



With the pending exhaustion of hardwoods in the Marshfield area, the Roddis Company decided to build this mill in 1903 at Park Falls. (Courtesy Price County Historical Society)

The newly acquired tract of timberland covered an area approximately eight by twenty-five miles. In 1917 this was increased to 30,000 acres. This land lay in the area of the headwaters of the Chippewa and Flambeau rivers from which the early loggers had cut the pine and floated it down those rivers to other sawmills before the turn of the century. The tract contained hemlock, birch, maple, basswood and elm suitable for lumber and veneer logs and railroad ties, cedar for shingles and other species for pulpwood.

A railroad was needed to transfer the logs to the Park Falls mill site, so Roddis engaged the Wisconsin Central Railroad in June of 1903 to build a standard-gauge road nine and a half miles northeasterly from the mill to the timber holdings in the Town of Agenda, Ashland County. This allowed them to use the Wisconsin Central rail cars to transport logs to both Park Falls and Marshfield. The Roddis Company extended the rail line on its own as it was needed to harvest the timber. They also purchased two steam locomotives, sixteen additional rail cars and two steam log loading jammers – one McGiffert, self-propelled and one, Cody slide type jammer – to load saw logs aboard the rail cars. A large steam shovel was used to build their part of the railroad and the many spur lines extending to the timber and logging camps. The steel rails needed for much of the woods rail lines were leased from the Soo Line who had purchased the Wisconsin Central by that time. Eventually Roddis extended the lines to a total of fifty-six miles including the main line, woods spurs and mill trackage. The company was now called the Roddis Lumber and Veneer Company.

Tragedy once again struck in 1907 when, within eight days, both the Marshfield and Park Falls plants were destroyed by fire. For a short period it was questionable whether Roddis would rebuild, but rebuild they did and each time larger, with more improvements, and better fire protection. Logging in the Park Falls area increased and it became one of the larger operations of its kind in the state.

William H. Roddis died in 1920. Hamilton, who had served as secretary since 1901, succeeded his father as president of the firm.

In the late 1920s and '30s two large caterpillar tractors and sleighs were used to move the logs to rail landings. During 1924 the company added new and improved machinery to the sawmill to handle the increased volume of saw timber, which had reached 15,000,000 board feet per year. The company-owned camps reached No. 15, plus it had several jobber camps. Under the direction of Gordon Conners, son-in-law of Hamilton, new electrical equipment replaced the old steam powered equipment in the Park Falls mill in 1938. It was another step in modernizing to increase production.

During both World Wars, Roddis made wood products not only for the United States, but for the allies. Wood panels for World War I planes were built at Marshfield for France and Italy, as well as for the U. S. In World War II marine woodwork was supplied for Liberty and Victory ships. In fact, Roddis supplied half of all the wood products needed for the allied efforts.

The company continued to purchase more and more timber land. In 1945 they bought the remaining timber holdings of Marathon Corporation and Mosinee

Peninsula and logged them for the next nine years. Two years later they obtained a crown license to extensive holdings in Canada, building a sawmill in Sault Ste. Marie. This purchase seemed to insure the firm a perpetual supply of hardwood and pine timber for their current levels of operation. The stands in the Algoma district of the province of Ontario were one of the few large supplies of birch left in North America. Their agreements covered nearly a million acres of Crown lands and stipulated that in addition to paying a stumpage fee, the company paid a ground rent and fire tax. The Sault Ste. Marie mill, which included a flooring plant and dry kiln, operated until 1960 when it was sold to Weyerhaeuser, who sold it to T. W. Martin Company in 1984.

In 1938 Roddis shut down the Park Falls mill and the railroad that had run for 35 years. All the steel rails were taken up and returned to the Soo Line. By December of that year, however, the Park Falls mill was in operation again with the logs trucked to the mill. After purchasing the Iron County timberlands and logging railroad of the Dells Paper and Pulp Company in 1943, they logged the remainder of their holdings in this area. In 1947 the timber was nearly gone and they abandoned the Dells Line and once again Roddis was no longer the owner of a railroad.

The operations of the Roddis Company now moved to California. In 1948 it purchased the Humboldt Plywood Corporation and later the Humboldt Lumber Company at Maple Creek. The acquisition of California Barrel Company of Arcata in 1956 gave them high quality timber holdings and a twenty-year timber supply in Northern California. Since fir plywood made up 43 percent of their sales, this last move would seem to have given them a firm base for the future.

A shavings (particle) board made from wood waste had been developed in Europe and Roddis gained the exclusive rights to produce this product. They built a two and a half million dollar plant in Arcata for this purpose.

In 1952 a section of the Park Falls mill was converted to the manufacturing of door cores from pine blocks which were scrap pieces of wood obtained from sash and door factories. The Roddis Company was the first to recognize the potential for flush doors and to manufacture them on a large scale. By 1956 the Roddis Corporation was one of the major plywood firms in the U.S., controlling two billion board feet of timber in the U.S. and Canada. In Marshfield, 1,000 people were employed; nationwide 3,000. Annual sales were $50 million and its doors were internationally known and distributed. In the end, Roddis owned and operated 25 warehouses under its name.

Under the guidance of Hamilton Roddis, the company had spread across the country, successfully moving into new products to meet new needs. He continued to play a most active role in the company into his eighties, being the first one into the office in the morning and the last one out at night, even after retirement. Both he and his father had not only led a successful firm but had provided stability to two Wisconsin communities – Marshfield and Park Falls – during a time when a lot of lumber towns faltered in the transition from logging to more diversified industry. Although there were times the Park Falls mill was closed during the depression of the 1930s, the mill stayed and produced jobs for the climb back from that difficult

period. In Marshfield they were the largest employer for decades, and Hamilton Roddis instituted a system for financing employees' purchase of houses on land contracts which he underwrote. This was a progressive model which provided security for Roddis workers and demonstrates his sense of compassion and loyalty to the community.

After the death of Hamilton Roddis in March of 1960, the Marshfield Veneer Plant was also purchased by Weyerhaeuser Corporation, thus ending the long and successful career of Hamilton and the Roddis family in the lumbering business. When Weyerhaeuser took over the Roddis holdings, they included the Marshfield plant, which produced hardwood plywood, doors and prefinished paneling; a plant putting out mainly birch veneer and hardwood lumber at Sault Ste. Marie; a birch veneer plant in Princeville, Quebec; a hardwood plant in Hancock, Vermont; a facility producing doors and single-ply birch veneer at North Troy, Vermont; a solid door core plant at Park Falls; Roddis-craft, Incorporated of Arcata, California, which produced fir plywood and "Timberland;" and seventy-eight distribution outlets owned both by Roddis and by independent operators. This was a multi-million dollar enterprise located in two countries. The Roddis Company had survived fires and two depressions, and had prospered for sixty-six years while many others had failed. Much of that success could be traced directly to Hamilton Roddis. His nomination to the Forestry Hall of Fame said in part:

> *Hamilton Roddis was an illustrious leader of Wisconsin's forest products industry, who had a significant impact on the State's forestry enterprise, and the plywood manufacturing sector internationally. His commitment was to his industry and his community. However, without sustainable business development, good things could not follow. But follow they did. He established one of the most successful plywood firms in the nation, survived financial and natural disasters, and took the first initiative in flush door and custom plywood products. The Roddis firm was the first anywhere to realize the potential for flush doors and architectural and building applications and it is this recognition and development which gained such esteem and success for Wisconsin.*

Henry Sherry and the Wood County Railroad

By John L. Berg

There are several factors which make the long-forgotten Wood County Railroad very significant historically. It was one of Wisconsin's earliest logging railroads. It was incorporated as a common carrier but was used primarily as a logging railroad, and it is highly likely that it was the first railroad in Wisconsin to use the Shay-patent locomotive.

Further, Henry Sherry, one of Wisconsin's premier industrial entrepreneurs, was the impetus for the building of the Wood County Railroad. His drive overcame the stagnated efforts of several other prominent central Wisconsin industrialists and entrepreneurs to build this rail line.

Finally while the Wood County Railroad was built in isolation, its construction quickly led other railroads to connect with it, thus hastening the consumption of timberlands and opening those lands in the central and western portions of Wood County for development. The following narrative sketches the chronology of main events in the history of this interesting and obscure railroad.

Dr. Randall Rohe has profiled the business life of Henry Sherry. The following excerpts offer us a sketch of this energetic, yet often enigmatic lumberman.

> *Henry Sherry was born August 3, 1837 in East Menden, New York. In 1849, he moved with his parents to Neenah, Wisconsin where his father, Hugh, engaged in the milling business. Henry at first worked as a merchant but when his father moved to Minnesota he took over management of the family holdings. Eventually he moved into the lumbering business. In 1868, Sherry purchased the only sawmill and lumber yard in Neenah. By the 1870's, Henry Sherry owned a shingle mill and sawmill in Neenah, and operated one of the largest lumber businesses in the state, and he had gained a reputation as a "great plunger willing to buy all the lumber offered him," and "a sharp trader" who had done in several previous partners. Sherry apparently took George Gerry as a partner in 1876. From all available evidence, the Sherry and Gerry relationship proved not only successful, but harmonious. In the 1880s, Sherry became known as "one of the heaviest operators in pine lands and lumber in the state" with a name "as familiar as household words among dealers in lumber and logs."*

In 1880, Briggs and Sherry erected a sawmill and laid the foundation for Sherry, a town located sixteen miles north of Wisconsin Rapids. In 1883, Henry Sherry and George Gerry purchased, for $140,000, the entire interest of the Whorton Brothers

at Vesper, including the past winter's cut of 7,000,000 feet of logs and a tract of land containing over 60,000,000 feet of white pine. The purchase also involved a quantity of hardwood timber, a large mill, store, etc. Henry Sherry needed a means to tap the extensive pinelands that he had purchased in northcentral Wood County. Several other lumbermen also had similar interests, and together they met to try to cooperatively pursue the acquisition of a railroad for that region of the pinery.

The Grand Rapids Tribune (February 3, 1883) reported that:

> *Considerable enthusiasm has been exhibited during the last ten days about a railroad scheme by which Grand Rapids and Centralia is to be connected with Vesper. If the scheme is carried through, it will probably secure another railroad for this city. The scheme is to get either the C & NW RR Co. to extend its branch from Princeton either by the Vesper Road or make connections with it, and then carry it through the northern part of the county, or else get the C M & St. P Co. to extend its branch from Berlin.*

Frank Pomainville, John Farrish, J. Gerry, J. W. Cameron, John Arpin, F. J. Wood, L. M. Nash, John Edwards, J. A. Gaynor, and W. T. Jones met at the office of Gardner & Gaynor, to consider the feasibility of offering inducements to build a railroad from Grand Rapids and Centralia to some point in the northern part of the county via Vesper. J. A. Gaynor was chosen chairman and W. T. Jones secretary. Motion was made and seconded to organize a railroad company, make an application for a charter, and appoint a committee to confer with the C & N W., and the C M & St. P RR companies to see what could be done in the matter. The following committee was appointed: Thos. B. Scott, J. D. Witter, John Edwards, J. W. Cameron, Henry Sherry, John Arpin, R. C. Lyon, D. J. Cole, G. J. Jackson, Dr. G. F. Witter, L. M. Nash, F. McKinnon, John Farrish and M. R. Hansen.

In a subsequent meeting, the committee decided to determine the amount of local support for the railroad by accepting the offer of Henry Sherry & Company, viz: – that if the cities of Grand Rapids and Centralia would each donate $5,000 each, that they would guarantee the building of the road.

The Centralia Enterprise (February 8, 1883) under the heading Railroad Matters noted that:

> *. . . One project, at the head of which are Geo. Hiles, Mr. Ketchum and other influential railroad men, is to build a road from Remington through Dexter to a point about one mile distance from Vesper, thence north to Auburndale, thence north to again to connect with the road running from Neillsville to Wausau. The same would, in all probability, be extended south from Remington to Necedah and Camp Douglas, connecting with the C St. P M & O RR, with branch line from Dexter to Pittsville. This company with a charter is now in existence and they have already performed some work.*

The other project is that contemplated by the parties who are the leaders in the meetings above recorded. Their plan is to obtain an independent charter for a road from Centralia to Vesper – thence either to Auburndale or Marshfield – then to Lake Superior to connect with the road known as the "Air Line." This company would also feel disposed to build a branch from Vesper to Pittsville. The whole of this work would be done by Messr. H. Sherry and Co., with the help of the proposed local aid of Centralia and Grand Rapids, amounting to $10,000.00 to be raised by taxation.

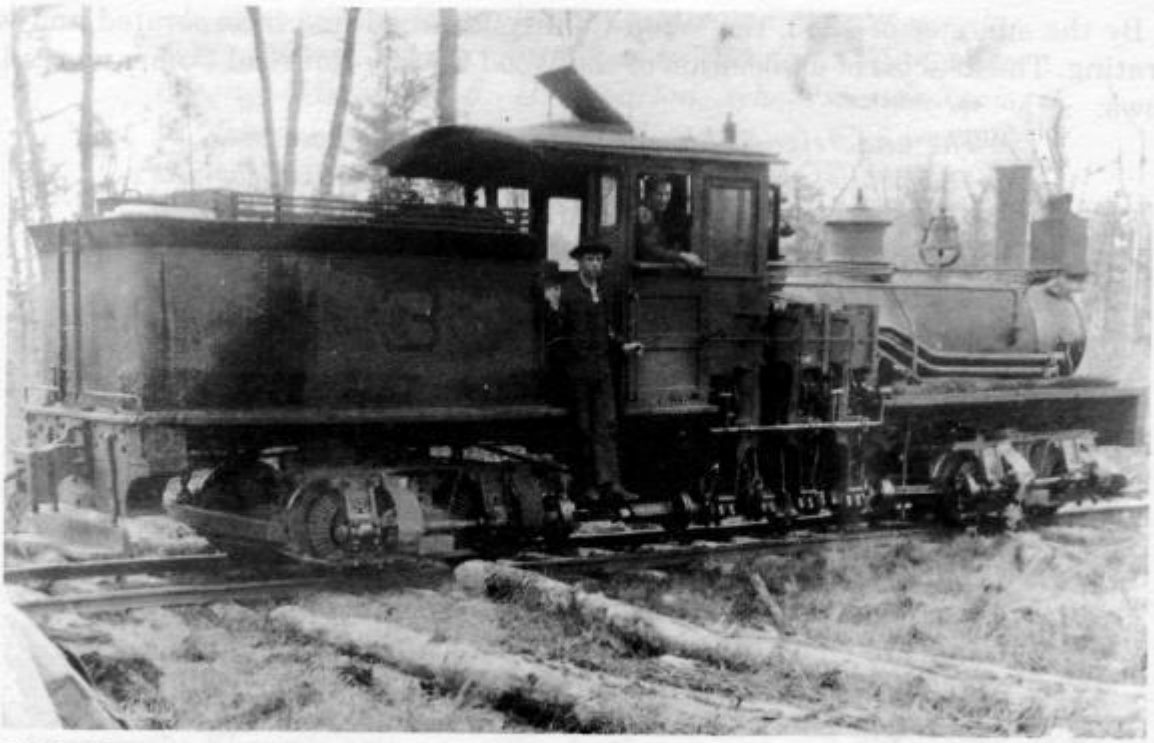
It would be optional with this newly organized company to build the road themselves or to negotiate either with the Northwestern or with the St. Paul roads, by abandoning their charter...

Henry Sherry couldn't wait around for his associates, who were also his competitors, to come to a consensus about the direction they were going to take. By February 22, 1883, operations were well underway:

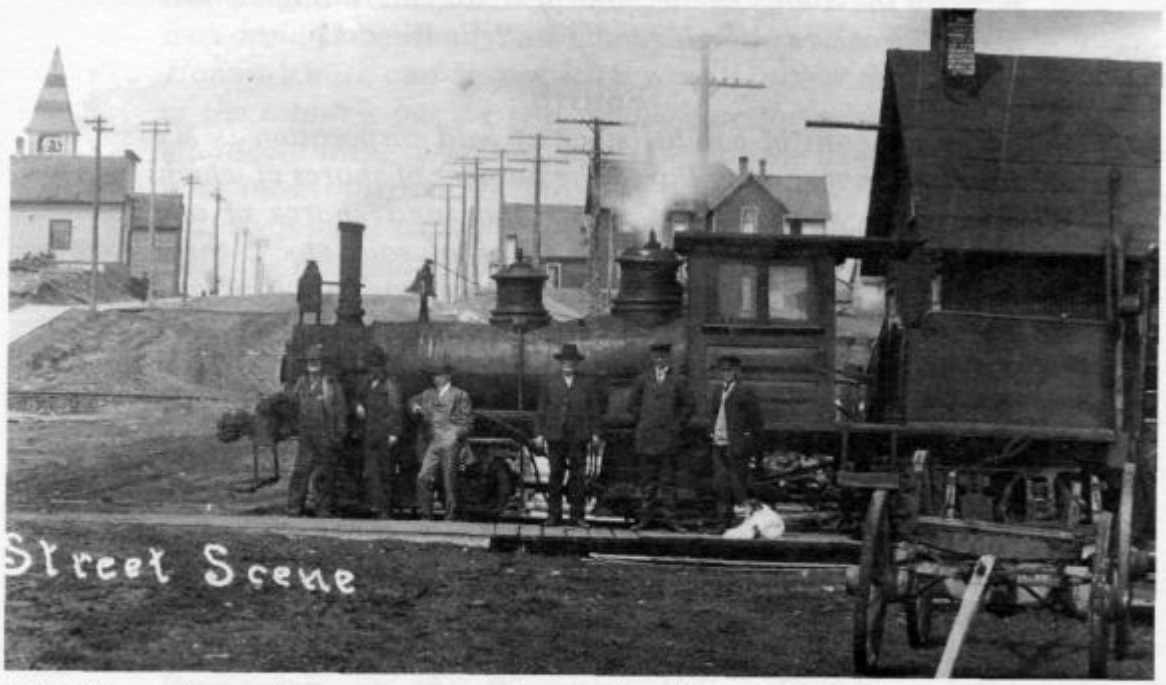
A new locomotive arrived at the depot a few days ago intended for Messrs. Sherry & Co., to be used on the Railroad now in the course of construction from their mill at Vesper in town 24 range 4. She is a beauty, and is christened "Henry Sherry," which name appears in gilded letters on the cab. She is of an entirely new pattern and looks indeed like a "thing of life." How it will be taken from Centralia to Vesper, we have not heard.

In fact, it was reported in the local paper that Sherry's men had been working on grading the road bed from Vesper northeasterly into his company's pinelands during the fall of 1882. It was anticipated that the company was going to extend the road during 1883, perhaps as far as to Milladore on the Wisconsin Central Railroad. These activities had taken the local news reporter by surprise: "Recent development show that Sherry & Co. mean business." "The projectors have made no blow about this, in fact scarcely nobody knew of it, and those who did, had no idea of the magnitude of the scheme . . ." By the end of February, 1883, eight carloads of rails and track materials had arrived at the Centralia depot (west-side of Wisconsin Rapids), and were being hauled by sleigh up to Vesper, a distance of some eight miles. Then, during the first week of March:

The new locomotive "Henry Sherry" loaded on a pair of heavy bob-sleighs, and drawn by four powerful horses, was taken from the depot at Centralia to Vesper on Saturday morning. It reached there in good order. No accident happened on the way. We are told that its weight was twelve tons.



This Shay, numbered 3, (possibly Shay 163 of the Wood County R.R.) is shown about 1909, in service on the Lake Shore and Eastern Railroad, a logging line owned by the John R. Davis Lumber Co. in Phillips. (Courtesy Art Johnson Family Collection, Soo Line H&TS.)



This Sherry locomotive was apparently purchased for the Wood County R.R. in 1887 or 1888 and later transferred to Park Falls, where this photo was taken. (Courtesy Price County Historical Society)

By the summer of 1883, the Wood County Railroad had incorporated and was operating. The articles of association of the Wood County Railroad Company read as follows:

The undersigned have associated and by these presents do associate themselves to form a corporation for the purpose of constructing, maintaining and operating a railroad for the public use, in the conveyance of persons and property, and hereby make the following Articles of Association.

First.

The name of the Corporation is: "The Wood County Railroad Company."

Second.

The plans from and to which said railroad is to be constructed are as follows, From a convenient point in the County of Wood in the State of Wisconsin, on the mainline of the Wisconsin Central Railroad, as now constructed to a convenient point on the Wisconsin River in Town twenty-two (22) North, in the County of Wood, State of Wisconsin.

Third.

The length of the railroad is about thirty miles. The name of the county in the State of Wisconsin through which said railroad is intended to be made is Wood County.

Fourth.

The amount of capital stock of said corporation is six hundred thousand dollars. The number of shares of which said stock shall consist is six thousand shares of one hundred dollars each. Three fifths of said stock, three thousand six hundred shares, of the par value of one hundred dollars per share, shall be preferred stock, two fifths of said stock, two thousand four hundred shares of the par value of one hundred dollars per share shall be common stock.

Fifth.

The names and residences of the directors of said Corporation, who shall manage its affairs for the first year and until others are chosen in their places, are Henry Sherry, whose residence is Neenah, Winnebago County, Wisconsin; George Gerry, who residence is Appleton, Outagamie Co., Wisconsin; A.W. Patton, whose residence is Neenah, Winnebago County, Wisconsin; J. H. Wharton,

whose residence is Appleton, Outagamie Co., Wisconsin; A.W. Patton, whose residence is Neenah, Winnebago County, Wisconsin; J. H. Wharton, whose residence is Appleton, Outagamie County, Wisconsin; J. W. Cameron, whose residence is Vesper, Wood County, Wisconsin. In testimony whereof, the undersigned have, each for himself hereunto subscribed his name, place of residence and the number of shares of stock he agrees to take in said corporation this 18th day of June, A.D. 1883.

Henry Sherry, residence Neenah, Winnebago Co., Wisconsin. Fifty (50) shares.

George Gerry, residence Appleton, Outagamie Co., Wis. Fifty (50) shares.

A. W. Patton, residence Neenah, Winnebago Co., Wis. Ten (10) shares.

J. H. Wharton, residence Appleton, Outagamie Co., Wis., Ten (10) shares.

J. W. Cameron, residence, Vesper, Wood Co., Wis., Fifty (50) shares.

Apparently, Sherry's actions spurred other members of the original "railroad committee" to act, as reported in ***The Grand Rapids Tribune:***

It is a settled fact that Vesper is to have a railroad. A meeting of capitalists, lumber men, and railroad projectors was held at Vesper on Wednesday evening last, at which it was decided to extend the Dexterville Railroad to Pittsville, Hansen's mill, and Vesper. It's a good thing for that section of the country, but we really don't like the way the thing stands for these two cities. It will divide the western trade, with those other points ahead by a large majority. But we will reap what we have sowed. We had an opportunity to have the railroad extended to this city, but we neglected the opportunity, and must abide by the consequences.

and later, in the same newspaper:

The People of Wood County may not be aware of it, but it only remains for them to say the word, and they will be given new railway facilities of a quite important nature. The word necessary for them to say is, 'We'll do the fair thing in the matter of the right-of-way,' which at the present time is the only thing which holds the Wisconsin, Pittsville & Superior Railway from becoming a thing of reality. The proposed route of the new road starts at Remington, on the Wisconsin Valley Division of the Chicago, Milwaukee & St. Paul railways, runs through Dexterville, Pittsville and Vesper to the Wisconsin Central

Railway, making the crossing at either Marshfield or Auburndale, and then on towards Lake Superior. The prime mover in this project, George Hiles, of Dexterville, was in the city yesterday, and when questioned last evening said, 'Yes I now have matters in such shape as to warrant the road to be built, with the exception of the right-of-way. It remains for people who are most interested to say whether or not the road be constructed. If they wish to do their part, I can guarantee that construction work will begin at once and at least twenty miles of new line, from Remington to Vesper, be built and in operation in side of three months.

Henry Sherry's men had graded the Wood County Railroad starting at the village of Vesper, and worked in a north-northeast direction into the company's timberlands in the fall of 1882. In the short span of a year, the railroad would be joined to Hiles' Wisconsin, Pittsville and Superior Railway, bringing Vesper, and north-central Wood County out of isolation.

By February of 1885, Sherry's Wood County Railroad was operating on approximately five miles of 30 lb. track, with six Russell style log cars, and two Lima Shay-patent locomotives, the Number 62, a 13-ton, T-boiler style, with 26" drivers and 8 x 8" cylinders, and the Number 83, having 8 x 8" cylinders and 24" drivers. It was reported that the train hauled an average car load of 2, 500 feet at 10 miles per hour over 3 to 5 miles to their mill, which had a capacity of 200,000 feet per day.

By the summer of 1885, the Wood County Railroad was nearly completed:

Mr. Finger has a gang of track layers on the Vesper half and Mr. Galagher's men are approaching him from Sherry. We think that the road will be completed this week, if nothing transpires to prevent their work. They are using iron, weighing 30 lbs. to the yard on ties (1,200 to the mile).

And, later the following summer it was reported that:

The Wood County Railroad Company, composed of Jas. Cameron, Chas. and Norman Willard, Henry Sherry, and others all thoroughly responsible businessmen and property owners in Wood Co., have now in operation a line or road from Sherry Station on the W.C., to Vesper on the M.D. & N. via Sherry, Willard & Co.,'s saw mill at Sherry, with a branch running from the center of Sec. 35, Town 23, Range 4, [town of Vesper] to the southwest corner of Sec. 22 of the same town. A continuation of this branch with a slight deviation to the south and west from a direct line would reach this city [Marshfield] by an extension of about fourteen miles, and would pass directly through a large tract of timber owned by our home manufacturers. The ***Times*** *is not in possession of information as to whether the company intend to continue the line any farther and toward this city, or not, but the plan is a feasible one, and*

would be a connecting link between this city and the M.D. & N. and the corner stone for a future line connecting the C.M. & St. P., in the vicinity of Centralia, and at the same time open up the best portion of Wood County now practically undeveloped.

As operations increased, the company needed to add to its motive power, which it did by purchasing two more Shay-patent locomotives. Number 163, built February 9, 1887, and having 9 x 8" cylinders and 26" drivers, was delivered to Sherry, Willard & Company, at Sherry Wisconsin, while the Number 198 was delivered on January 16, 1888 to Henry Sherry & Company, at Vesper, Wisconsin. Number 198 had 8 x 8" cylinders and 24" drivers.

As the decade of the 1890s dawned, Sherry was operating sawmills at Vesper and Sherry, with the Wood County Railroad serving both locations as a logging railroad and a common carrier using Shay-patent locomotives for power. One may conclude that timetables were set accordingly and that speed was not a high priority.

Other railroads were interested in the Wood County Railroad's original mainline northwest from Vesper. In September, 1891, ***The Marshfield News*** reported that the Sherry-Cameron Railroad had passed into the hands of the St. Paul Railroad Company.

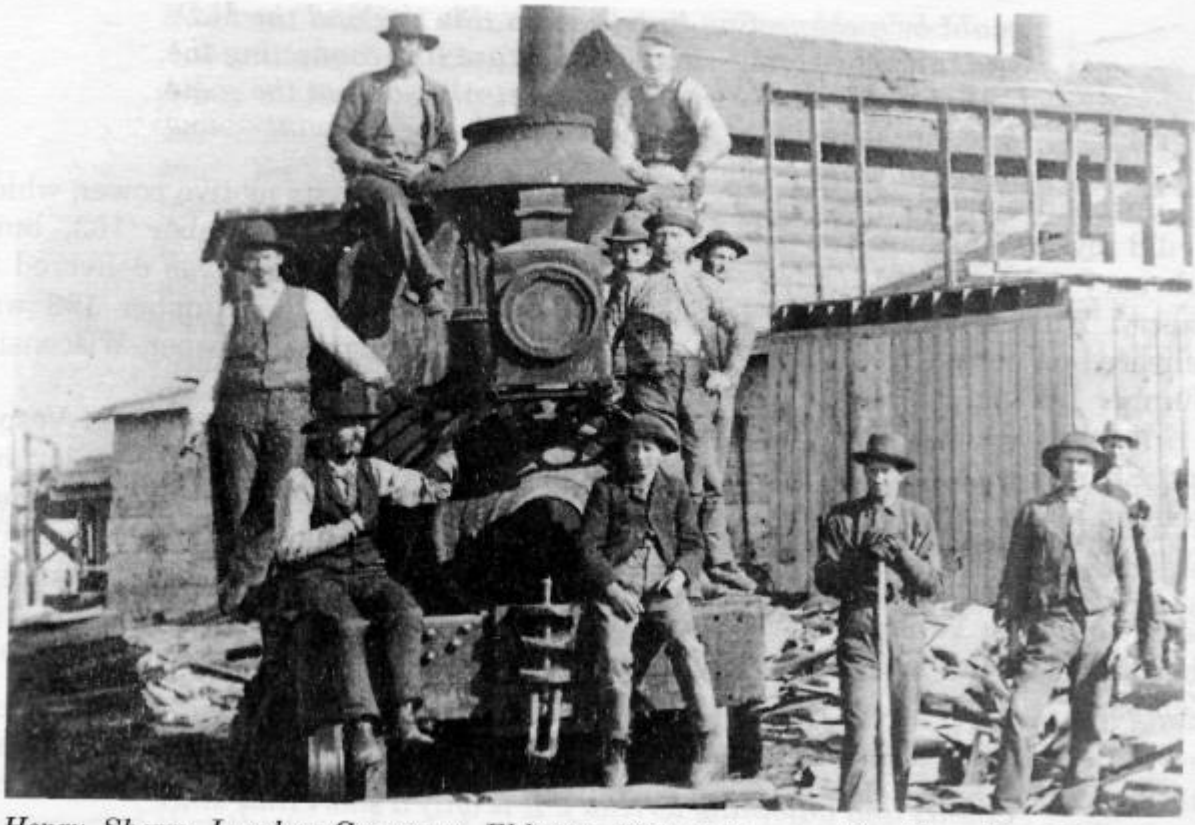
The Chicago, Milwaukee and St. Paul Co. are doing everything they can to protect their business in Wood County and adjoining territory. It is only a short time since they acquired the Geo. Hiles railroad interests which cost them a nice pot of money. On Sept. 1st they quietly added another line to their extensive system, by the purchase for cash the logging and lumber road built by the Sherry-Cameron Co. and running between Vesper and Arpin. The road is only seven miles in length but it taps a fine timber section and is kept busy all the time. It has been operated now for seven or eight years. The consideration has not been announced.

The demise of large scale railroad logging in the Wood County pinery coincided with consumption of the virgin white pine tracts owned by Sherry's companies, as well as those owned by his competitors. Peak production of white pine in Wisconsin was in 1892, and it can be inferred that the sale of the original Wood County Railroad mainline to the St. Paul Railroad in 1891 was because of the imminent decline of white pine.

The decline and end of the Wood County Railroad came swiftly in the late summer of 1894, when fire razed Vesper and the Sherry-Cameron Company lost its sawmill, planing mill, lumber yard, and seventeen dwellings at a cost of nearly $150,000.

The Marshfield News of August 30, 1894 described the fire in some detail:

Vesper, the little lumbering town located between this city and Centralia on the Pt. Edwards road, was licked up by fire on Tuesday afternoon. Reports are difficult to get at this time regarding details. Forest fires have been burning



Henry Sherry Lumber Company, Elderon, Wisconsin, possibly Shay No. 62 or 83. (Courtesy Larry Easton)



Henry Sherry Lumber Company Shay, probably at Arpin. (Courtesy Larry Easton)

through that section for some time, but no real danger was anticipated to the town until nearly three o'clock Tuesday afternoon. The Pt. Edwards train, which leaves here at 2:30 Tuesday afternoon and at that time, although crews were out fighting fires which were coming in from Hansen, no danger to the town was feared. At 4:30 p.m. that same afternoon when the Pt. Edwards train returned the town was wiped out. The rush and the roar of flames is described as being most terrible, licking up everything before it like so much tinder. To fight it was useless. The saw mill, planing mill, 9,000,000 feet of lumber belonging to the Sherry-Cameron Co. and seventeen dwelling houses were all razed to the ground within an hour's time. Nothing west of the river was saved from the devouring element. Grand Rapids sent up her fire engine, but nothing could be done. So fierce was the fire that the Pt. Edwards train had to return to Centralia, and could not get through until yesterday morning. The loss to the Sherry-Cameron Co. is reported to be $150,000. The amount of insurance we were unable to learn.

It is not at all likely that Vesper will ever be rebuilt. The Company had about cut all the lumber, and was only running its planing mill and shipping lumber at the time of the fire.

Approximately one month later, The ***Wood County Reporter*** reported that the Wood County Railroad was no more.

. . . They (Daly & Sampson-loggers) purchased of the Sherry-Cameron Company, their logging engine and 3 1/2 miles of rail, and ten cars, which they shipped to Rummell's Siding, a small station on the Lake Shore Railroad and placed a track into the timber to be used for logging purposes...

The disposition of the other locomotives and equipment is unknown, however, it is thought that they may have been shipped to Sherry's other operations at Park Falls, Eland, and Penokee Junction (on his West Range Railroad). The Vesper fire ended the operations of Henry Sherry in Wood County. In time land speculators purchased the cutover lands of the defunct Sherry companies and sold them to settlers, homesteaders and farmers. Vesper was rebuilt, and along with the village of Sherry, survive today as villages long after their founding industries vanished. As for the Wood County Railroad, little, if any, remnants can be found. Here or there you may locate a section of grade, but for the most part the line has been under the plow for a century, obliterating the memory of one of Wisconsin's earliest logging railroads.

Citation for Distinguished Service Award – 1994
Carl Krog

It is my distinct pleasure to present our distinguished service award this year to a colleague in the UW-Centers System, Dr. Carl Krog. Carl joined UWC Marinette in 1966. He received his Ph.D. from UW-Madison in 1971. His dissertation, "Marinette: The Biography of a Nineteenth Century Lumber Town," remains, in my opinion, the best study of any Wisconsin lumbering center. Subsequently, Carl published numerous articles and book reviews related to forest history, as well as presenting papers at professional meetings and giving talks to the general public on logging and lumbering history. In 1981 he wrote the historical overview for the Great Lakes Archaeological Research Center's study of the lumber industry on the Nicolet National Forest. Among his more recent efforts have been the publication of a guide to historic sites of Marinette, which shows the dominant role lumbering played in the development of the city, and the erection of historical markers in Marinette and other parts of Marinette County. Karl has been a member of our organization for over ten years and has presented papers at several of our annual meetings. For his numerous, long term efforts at preserving the forest history of Wisconsin, especially that of the city and county of Marinette, I am happy to present this award to Carl Krog.

Citation for Distinguished Service Award – 1994
Drummond Historical Museum

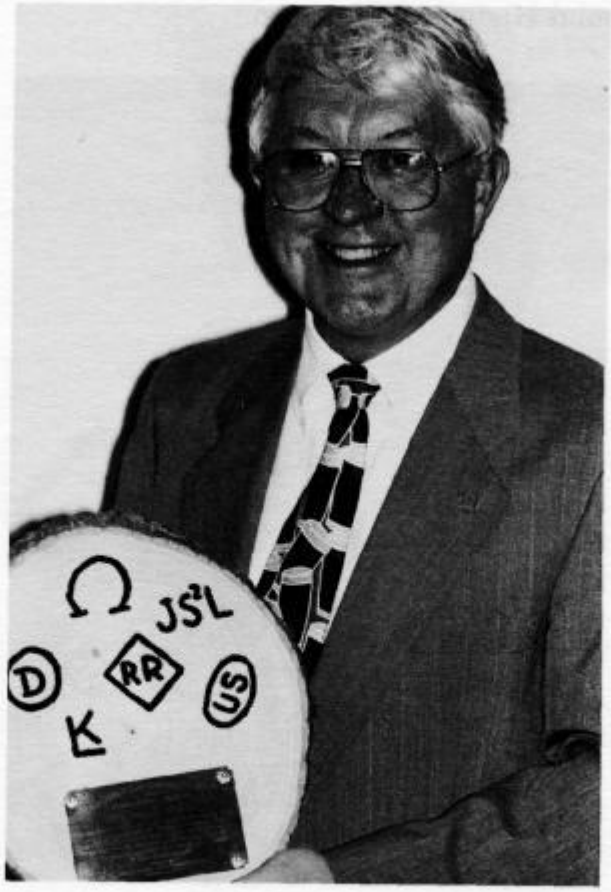
Ten years ago, the 9th annual meeting of our association was held in Ashland, Wisconsin. That meeting included a tour that began with a stop for breakfast at Drummond, Wisconsin, followed by a visit to the recently built local historical museum. The memory of that visit remained with several of the members of the present board of directors, and prompted their decision to recognize the contributions of Drummond citizens to the preservation of their heritage.

The village of Drummond began in 1882 as a company town of the Rust-Owen Lumber Company. The company sawed for 48 successive seasons and was the last big white pine operation in Wisconsin. When the last log was sawed in 1930, it had produced over 1,200,000,000 board feet of lumber. The Drummond Historical Museum was built in 1976 as a contribution by the community to the observance of the nation's bicentennial and its own pending centennial. Subsequently, the town's historical society published the 442-page "History of Drummond – 1882 to 1982," which the late Gordon Sorenson had spent two years in compiling. The museum now houses the photographs, artifacts and other memorabilia from its beginning as a lumber company town. For their dedicated and untiring efforts to preserve the history of their town, we take great pleasure in presenting this plaque to Lawrence Gagner of the Drummond Historical Museum.



Citation for Distinguished Service Award – 1994
William J. O'Gara

Bill O'Gara was a charter and loyal member of our association and until his health began to fail he attended most of our annual meetings. He spent his youth in Spooner, Wisconsin, where he briefly worked for the Omaha Railroad and acquired an interest in railroads. Although he spent most of his life working for Consolidated Papers, Inc. at Wisconsin Rapids, he maintained a lifelong fascination for them. He was especially interested in the logging railroads of Wood County, but undoubtedly his favorite was the Fairchild and North Eastern Railroad in Clark County. He spent endless hours researching the history of this line and searching out and photographing what still remained of it in the woods of Clark County. His son, William W., eventually published a history of the line entitled "Foster's & Nobody Else's". He dedicated the book to his father. Bill O'Gara was a sincere historian and loved to share his knowledge with others. Unfortunately, Bill passed away last January. In memory of his life-long interest in the logging and common carrier railroads of Central Wisconsin and his efforts at preserving their history, I am honored to present this award to his son, Bill.



Minutes of
Annual Business Meeting of Members

The Meeting was called to order by President Harm at 3:35 p.m. following the conclusion of the speakers program. Approximately 35 members, spouses and guests were present.

The reading of the minutes of the meeting of September 25, 1993 were dispensed with by proper motion and second, and approved as published in the proceedings of that meeting.

President Harm then presented his annual report in which he reviewed the activities of the Association during the past year. He highlighted several major accomplishments, including the display of the travelling exhibit at three events of state-wide interest and the financial support given two projects involving the preservation of forest history.

Treasurer Fixmer then gave his annual financial and membership report. These indicated an operating gain of $597.00 and total cash assets of $36,028.00 in combined checking and investment accounts. Total membership at year-end was 238, including all categories of membership. The detailed operating statements of receipts and disbursements is made a part of this report and is available, as usual, on request.

Secretary Fixmer then explained an amendment to the by-laws which the Board of Directors had approved, but required confirmation by the general membership. This provides for a new position on the Board of Directors, to be designated as "Director-emeritus." By proper motion and second, this amendment was approved by acclamation.

Chairman Don Lambrecht of the Nominating Committee then presented its slate of nominees for two-year terms to succeed those directors whose terms expire with this meeting. There being no further nominations from the floor, proper motions and seconds, followed by unanimous voice vote, the following were declared duly elected: Albrecht, Baumann, Harm, Sohasky, and LaMont Engle, as regular directors and Jacques D. Vallier as "director-emeritus."

In accordance with the by-laws, proper motion, second and voiced approval was given for all actions of the Board of Directors and the officers during the past year.

The open-floor discussion centered around a request from Frank Fixmer for suggestions for specific themes that could be considered for future annual meetings. Among those offered for consideration by the program planning committees were:

1. Contemporary history pertaining to current controversial issues affecting the management of both public and private forests.
2. Non-traditional products of the forest – their history and commercial development.
3. Minorities which have contributed to the state's forest heritage.
4. Art, music and folk lore in forest history.

5. Logging dams state-wide – legal authority, political aspects, preservation, conversion to power sources, etc.

There being no further business, the meeting was declared adjourned at 4:15 p.m.

Frank N. Fixmer
Secretary

Addendum:

As prescribed in the by-laws, a meeting of the Board of Directors was subsequently held at 8:45 a.m. on Saturday, October 1st, attended by directors Engle, Harm, Fixmer, Lambrecht, Rohe and Stearns.

By proper motion and second, Treasurer Fixmer was duly elected to serve in that capacity for another one-year term. However, he reaffirmed his desire to retire from that position as soon as a replacement becomes available. The meeting was adjourned until the next regular meeting of the Board on October 21, 1994 at Wausau.

Frank N. Fixmer
Secretary

Annual Report of Secretary-Treasurer

Recently I reviewed the minutes of our Association's very first annual meeting, September 24, 1976. On that occasion, I reported – yes, I was treasurer that far back – that the year's receipts had been $890.00 and disbursements $299.00, leaving a balance on hand of $591.00. By comparison, for the year ending June 30, 1994, our operating income was $7,616.00 and operating disbursements were $7,020.00, giving us an operating gain (profit) of $596.00. Isn't it amazing that our income and outgoing numbers are ever so much larger than 18 years ago but the net result is only $5.00 more?

However, I am happy to report that we have vastly improved our overall financial status. As of June 30, 1994, we had these cash assets: $873.00 in a checking account, and $35,155.00 in several investment accounts.

I again thank the many members who have made unsolicited donations, their generosity helps to make us fiscally sound and able to continue to carry on the Association's educational programs.

As usual, the details of this past year's business are contained in a formal financial statement, which may be had on request by any member, and will also be published in the *"Proceedings"* of this meeting.

Now, just a few words about membership status. Referring to my 1976 report – yes, I wore two hats back then also! – we had 75 individual and 21 corporate members. As of June 30th this year we had 238 members of which only 9 were corporations. It's a sad commentary to note that decline in support from the forest products industry which owes its existence to the forest heritage which our Association is dedicated to preserve.

In closing, I want to thank all members of the Board of Directors and the general membership who have had the patience to cope with my spending six months of the year in Florida. Furthermore, my advancing years makes the future increasingly questionable. So, I again urge all of you to find my replacement so that the Board is not faced with an emergency situation that could seriously affect the Association's operating procedures.

Thank you.

Frank N. Fixmer
Secretary-Treasurer

Forest History Association of Wisconsin
Operating Statement 7-1-93 thru 6-30-94

RECEIPTS			
Membership Dues			$3,175.00
Sales -	Publications	456.00	
	Auction	682.00	
	Other	10.00	
			1,148.00
Annual Meeting			1,384.00
Donations -	Unrestricted		435.00
Investment Income			1,474.00
	TOTAL OPERATING RECEIPTS		7,616.00
DISBURSEMENTS			
Postage, permits, labels			825.00
Stationery and office supplies			195.00
Publishing -	"C & S"	771.00	
	"Proceedings"	2,497.00	
			3,268.00
Membership Promotion /Retention			43.00
Annual Members Meeting			963.00
Student Scholarship Award			300.00
Distinguished Service Awards			113.00
Donations			115.00
Exhibit Materials			23.00
Administraion -	Honorariums	600.00	
	Travel	239.00	
	Phone Tolls	38.00	
	Bonding/Insurance	121.00	
	Miscellaneous	45.00	
			1,043.00
Miscellaneous -	Library Additions	64.00	
	U.P.S.	17.00	
	Copying Service	21.00	
	Bank Debits	29.00	
			131.00
	TOTAL OPERATING COSTS		7,019.00
NET OPERATING GAIN or (LOSS)			597.00

Back Issues of Proceedings

(Prices Indicated Are Postpaid)



- **3rd Annual Proceedings** - 1978 - $3.00
  "Tanneries and the Hemlock Bark Industry"; "Railroad Logging in Wisconsin"
  "Pulpwood Rafting on Lake Superior"
- **4th Annual Proceedings** - 1979 - $3.00
  "The Northern Wisconsin Settler Relocation Project"; "The Development of the Wisconsin Paper Industry"
  "The Menominee River Boom Company"
- **6th Annual Proceedings** - 1981 - $3.00
  "History of Logging on the Menominee Indian Reservation"; "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982 - $4.00
  "The Apostle Islands and the Lumbering Frontier"; "History of Logging in Vilas County, WI"
- **8th Annual Proceedings** - 1983 - $4.00
  "History of Log Transportation in Wisconsin"; "The Last Logging Railroad Operation in Wisconsin"
  "The Civilian Conservation Corps"
- **9th Annual Proceedings** - 1984 - $4.00
  "Footprints in the Forest - What the Loggers Left Behind"; "Drummond, WI - Rust-Owens Company Town"
- **10th Annual Proceedings** - 1985 - $5.00
  "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 - $5.00
  "Historic Chippewa Falls, WI"; "Women Came to the Woods"; "Eau Claire and the Lumber Industry"
- **13th Annual Proceedings** - 1988 - $5.00
  "Logging and Early Shawano"; "Tigerton Lumber Company 1887 -1987: The First Hundred Years"
  "Oshkosh: The Rise and Decline of a Lumber Center"
- **14th Annual Proceedings** - 1989 - $6.00
  "Salvaging Deadheads on the Menominee River"; "The Boom and Bust of Peshtigo Harbor"
  "From Pine to Hardwood . . ."
- **15th Annual Proceedings** - 1990 - $6.00
  "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 - $6.00
  "Wisconsin's Logging Locomotives"; "Round Lake Logging Dam"; "Evolution of the Modern Logging Truck"
- **17th Annual Proceedings** - 1992 - $7.00
  "Historical Development of the Nicolet National Forest"; "Early Days of Trees for Tomorrow"
- **18th Annual Proceedings** - 1993 - $7.00
  "Logging Camp Subsistence"; "Sherry and Gerry Site"; "Passport in Time"

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 Frank Fixmer, Secretary-Treasurer, FHAW, 403 McIndoe Street, Wausau, WI 54403.

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NON-TRADITIONAL PRODUCTS OF THE FOREST

THEIR HISTORY AND COMMERCIAL DEVELOPMENT

Proceedings

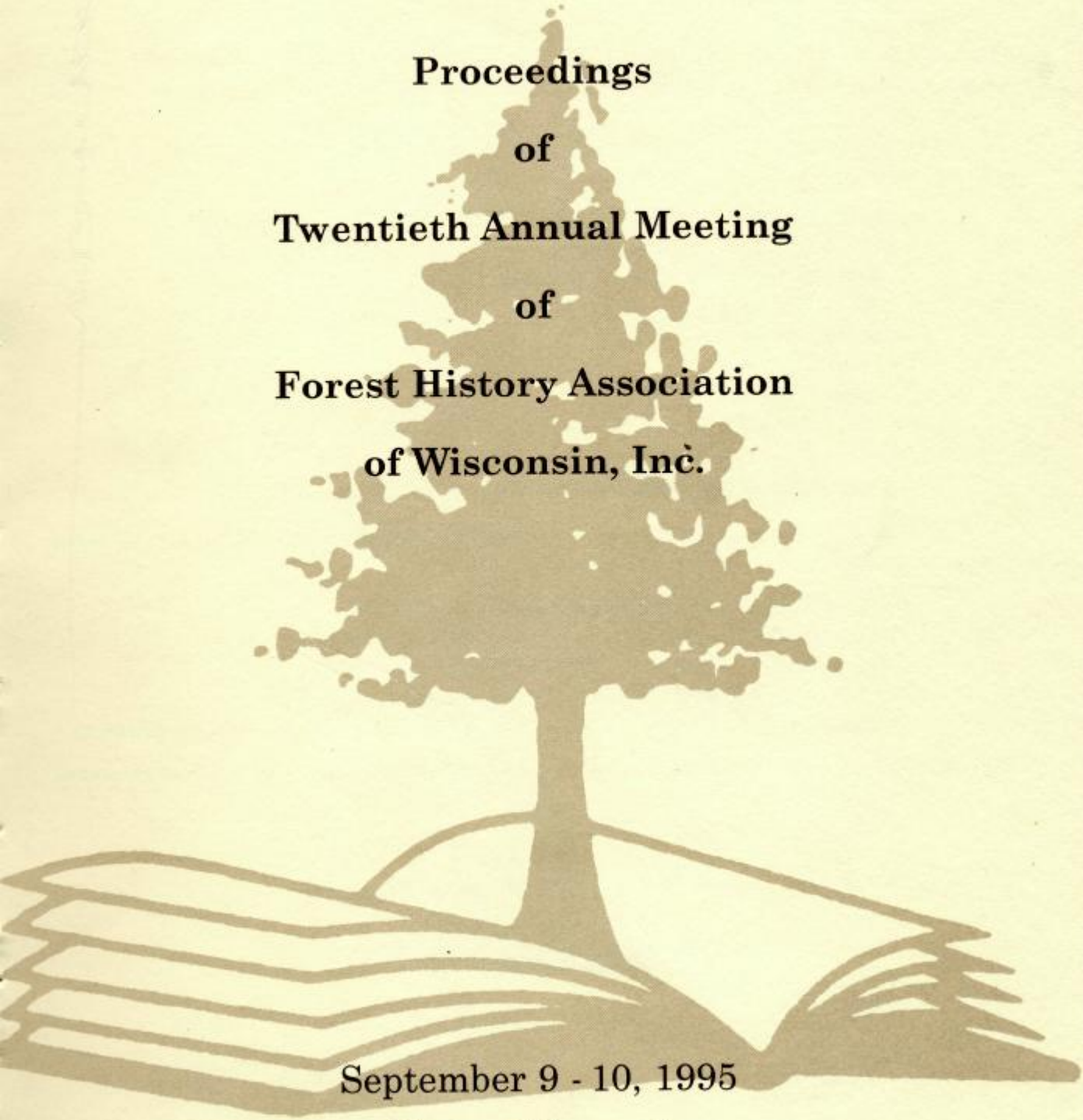
of

Twentieth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.



September 9 - 10, 1995

Plover, 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 1995-96 are:

Don Lambrecht – President . . . . . Green Bay
LaMont Engle – Vice-President . . . . . Hales Corners
Frank Fixmer – Secretary-Treasurer . . . . . Mosinee
Thomas Albrecht . . . . . Shawano
Karl Baumann . . . . . Marinette
Eugene Harm . . . . . Cadott
Randall Rohe . . . . . Waukesha
Michael Sohasky . . . . . Antigo
Michael Weckwerth . . . . . Merrill
Jacque D. Vallier – Director emeritus . . . . . Mequon

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

Proceedings of Annual Meetings -1978 thru 1994
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 (revision in process)

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 1996

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Proceedings

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Twentieth Annual Meeting

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Forest History Association

of Wisconsin, Inc.

THE STATE HISTORICAL SOCIETY OF WISCONSIN
shs
1846

September 9 - 10, 1995

Plover, Wisconsin



Founded 1975

"The past is but prologue to the future"



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THE STATE HISTORICAL SOCIETY OF WISCONSIN
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Foreword

This is a record of the official transactions and the written papers presented at the twentieth annual meeting of the Forest History Association of Wisconsin on September 9-10, 1995 at the Elizabeth Inn Convention Center, Plover, Wisconsin.

Among the several folks involved, Dolores Harm and Frank Fixmer were especially responsible for making a success of the meeting, banquet and field trip.

Our thanks to Bob Sawyer of the Saratoga Cranberry Company of Wisconsin Rapids, who showed us how the whole cranberry growing and processing cycle works.

Also thanks to Pam Walker of the South Wood County Historical Museum for allowing us to use their grounds for our picnic lunch and for the tour of the museum.

In spite of a declining number of historic items the auction contributed a significant sum to the treasury. Sales were helped by the enthusiasm of auctioneer Mike Sohasky.

We appreciate the time and efforts of our guest speakers. It was no small sacrifice for them to attend the meeting and present such informative and interesting papers.

And finally our thanks to Michael Gross, our guest speaker at the banquet, who vividly described the trials and tribulations of rafting lumber down the Wisconsin River.

LaMont G. Engle
Board Member

President's Report

Welcome members, spouses and guests to the twentieth annual meeting of the Forest History Association of Wisconsin being held at the Elizabeth Inn Convention Center at Plover, Wisconsin. We are very pleased to be celebrating the 20th anniversary of the organization and to have board member Frank Fixmer, one of the founding members with us. It has been 20 years of educating Wisconsin citizens in various aspects of their forest heritage. This year's program will be of special interest because of its unusual theme, Non-Traditional Products of the Forest: Their Historic Use and Commercial Development in Wisconsin".

I would like to thank the planning committee of this year's meeting – Forest Stearns and Frank Fixmer, with a special thanks to Frank who ties all the ends together for each annual meeting. Many thanks to the speakers and the time they have given in preparing their presentations. Thank you to the banquet speaker who will take us back to the mid-19th century and carry us down the Wisconsin River on a typical lumber raft.

Mr. Ray Clark continues as editor of "Chips and Sawdust" providing the membership with items of interest. Ray has an ongoing need for articles and news items from the membership.

Dr. Randall Rohe, editor of the Annual Meeting "Proceedings", has resigned his post after serving in this capacity for ten years. LaMont Engle indicated he would be editor.

John Saemann and Michael Sohasky, Co-chairmen, selected Joshua C. Hinch, a junior student at UW-Green Bay for the 1995 scholarship award. His paper covered timber cutting on a privately owned tract in 1904 contrasted with a selective stand improvement cutting in 1994.

There has been disappointing participation of college level students in the scholarship competition. It may be the amount is not enough of an incentive. A trial policy will be tried to give a minimum of $600.00 every second year, the next award to be given in 1997.

I am happy to announce that Carl Krog has filled the role of publicity chairman. It will be good to once again have news releases out of significant events taking place in our Association.

The two recipients for the 1995 Distinguished Service Awards are Karl Baumann, a member of the F.H.A.W. and the Chippewa County Historical Society located in Chippewa Falls. Congratulations.

The auction of artifacts and memorabilia has been a successful part of our meetings for many years. Because of a decline in the number of items contributed for auction we decided to introduce a raffle in conjunction with the auction for the 1996 annual meeting. Plans will be developed by Mike Weckwerth and Mike Sohasky.

The Forest History Association exhibit has been on display numerous times in 1995. The display was seen at Wausau's Log Jam Festival, Mid-West Tool Collectors Association Meet in Stevens Point, the Woodland Owners Association annual meeting and at the Sesquicentennial Celebration of Chippewa County held on the courthouse lawn in Chippewa Falls in conjunction with the annual Chippewa Falls Pure Water Days.

In observance of Trees-for-Tomorrow's 50th anniversary, the Forest History Association presented "Trees" with a special plaque for their special occasion.

On behalf of the Forest History Association membership, I want to thank the Jim Kaysen family for his legacy of books and works as additions to the F.H.A.W. library.

The annual meeting of the Forest History Association for 1996 will be held at Ladysmith, Wisconsin at the Best Western El Rancho Motel, Restaurant and Lounge, September 28 and 29, 1996. Mark these dates on your calendar. Hope to see you there.

To insure the success and continuance of the Forest History Association, each member must put new membership as first priority. There is no better advertising than to see the results of the Association. Give a membership to a friend or relative and let them see first-hand the quality of the organization through the accomplishments, publications and annual meetings.

I would like to thank each one of you for the time and effort put in to your volunteer projects for the Association during my presidency.

Sincerely,
Eugene Harm, President

Forest History Association of Wisconsin
20th Annual Meeting of Members
September 9 - 10, 1995
Elizabeth Inn – Plover, Wisconsin

THEME: *Non-Traditional Products of the Forest*
Their History and Commercial Development

Saturday, September 9

8:30 a.m. – Registration/Coffee and Pastry

9:15 a.m. – Welcoming Remarks – Eugene Harm, President F.H.A.W.

9:25 a.m. – Cranberries – Tom Lochner, Executive Director
Wisconsin Cranberry Growers Association

10:00 a.m. – Maple Syrup – Lynn Reynolds, Executive Director
International Maple Syrup Institute

10:40 p.m. – Christmas Trees/Wreaths – Syd Hovde, Wisconsin DNR
Norma Swan, Producer

11:20 a.m. – Shiitake Mushrooms – Ken Krueger, Producer

12:00 p.m. – Lunch

1:15 p.m. – Ginseng – Paul C. Hsu, President and Exporter
Hsu's Ginseng Enterprises

2:00 p.m. – Fruits and Nuts – Dr. Constance Arzigian, Paleobotanist
University of Wisconsin – LaCrosse

3:00 p.m. – Members Annual Business Meeting – President Harm
20-Year History of F.H.A.W. – Frank Fixmer

4:00 p.m. – Auction – Mike Sohasky, Director F.H.A.W.

5:15 p.m. – Social Hour

6:15 p.m. – Dinner

7:00 p.m. – Distinguished Service Awards – Randall Rohe, F.H.A.W.

7:30 p.m. – Guest Speaker – Dr. Michael Gross, Historian
"Lumber Rafting Down the Wisconsin River"

Sunday, September 10

8:30 a.m. – Buffet Breakfast

10:00 a.m. – Begin Tour
Cranberry Marsh Operation
Saratoga Cranberry Company, Wisconsin Rapids

12:00 p.m. – Picnic Lunch

1:00 p.m. – South Wood County Historical Museum, Wisconsin Rapids

3:15 p.m. – Adjournment

Our Speakers



Tom Lochner

Tom Lochner is a native of Prairie du Chein, Wisconsin and now lives in Wisconsin Rapids. He has a B.S. in Agriculture from UW-Madison. He is a life member in the Wisconsin Agricultural and Life Sciences Alumni Association and a member of the Natural Resources Foundation Board. He was named Executive Director of the Wisconsin Cranberry Growers Association in July of 1989.



Lynn H. Reynolds

Lynn H. Reynolds is a resident of Hortonville and is currently C.E.O. and chairman of the board of Reynolds Sugar Bush Inc. (advisory position). He is president of Reynolds Enterprises Inc., packing and marketing maple products. He has a Ph.D. in Tree Physiology from Lawrence University and a bachelor's degree from the University of Wisconsin. He was inducted into the Maple Producers Hall of Fame in 1995.



Sydney B. Hovde

Sydney B. Hovde is Area Forest Supervisor, Wisconsin Department. of Natural Resources, Wisconsin Rapids. He graduated from Michigan State University in 1948. He is responsible for county, state, and private forestry and related cooperative activities in Central Wisconsin. He has been a member of the Wisconsin and National Christmas Tree Association since 1958.



Norma Swan

Norma Swan and her husband David along with David's brother and wife, switched from farming and logging to Christmas tree production in 1964. The men have since died but Norma and her sister-in-law still oversee the business of producing about 10,000 trees a year. Her home is in Ogema.



Kenneth Krueger

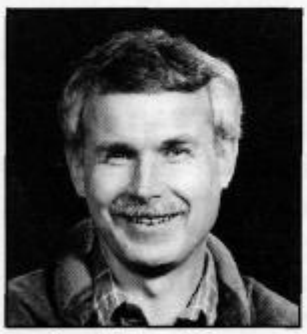
Kenneth Krueger is a self-educated expert on growing shiitake mushrooms commercially. He has grown them since 1984 on his Oakwood Farm in the Town of Kronenwetter, Marathon County, near Mosinee.



Paul Hsu

Paul Hsu is president of Hsu's Ginseng Enterprises Inc., Wausau. He started growing and exporting ginseng in 1974. Today his business employs 33 full-time people with annual sales of more than $13 million. Much of his product is exported to the Orient. He was a 1986 recipient of the Governor's Export Award.

Dr. Constance Arigian received a Ph.D. in Anthropology from the University of Wisconsin after graduating Summa Cum Lauda from Catholic University of America. Dr. Arzigian is Laboratory Director of the Mississippi Valley Archeological Center in LaCrosse and is involved in numerous archeological activities in Wisconsin. Her talk today is related directly to her research in prehistoric subsistance strategies in southwestern Wisconsin.



Dr. Michael Gross

Dr. Michael Gross has been a member of the faculty at UW-Stevens Point since 1977. He teaches several courses in the field of environmental education. He is co-author of the Interpreter's Handbook Series which is used internationally in training environmental interpreters. Dr. Gross has degrees from the University of Iowa and Iowa State in biology and science education.

Cranberries

By Tom Lochner

Cranberries are one of only three commercial fruits native to North America. The other two are blueberries and concord grapes. This tasty little berry was a staple in the diets of American Indians long before the Pilgrims landed at Plymouth Rock.

Native Americans ate cranberries fresh, ground, or mashed with cornmeal and baked into bread. They mixed dried berries with wild game to form pemmican, a survival ration for the winter months and long trips. Maple sugar or honey was used to sweeten the berry's tangy flavor.

The Native Americans brewed cranberry poultices to draw poison from arrow wounds. They used cranberry juice to dye their rugs and blankets a colorful red. And they believed the cranberry had special powers to calm the nerves.

Although various Indian tribes had different names for the cranberry, it was the Pilgrims' name that outlasted them all. They called the fruit "craneberry" because the cranberry plant's tiny stem and pink blossoms resembled the neck, head, and beak of cranes. Over time, the word shorted to "cranberry."

As Europeans become more firmly entrenched on American soil, they grew to appreciate cranberries. Early French voyagers exploring Wisconsin waterways bartered for cranberries with the Native Americans. And American sailors began to take barrels of cranberries to sea with them to provide vitamin C for the prevention of scurvy.

The Cranberry in Wisconsin

Here in Wisconsin commercial cranberry production began about 1860. Edward Sacket, of Sacket Harbor, New York, came to Berlin, Wisconsin to inspect some land which he had purchased through agents. What he found was 700 acres of "shaking bog" containing large quantities of cranberry vines. Having had some exposure to cranberry growing out east, Sacket decided to cultivate his bogs. Dams were built and ditches dug so the cranberries could be flooded until the danger of early frost was past. Brush was removed, a warehouse built, and cranberry cultivation began in earnest.

Each year, Sacket's production increased. In 1865, the marsh produced 938 barrels of cranberries which were sold in Chicago for about $15 a barrel. By 1869, Sacket's marsh had produced a $70,000 crop. (Transported by train, fresh cranberries were shipped to the market in wooden barrels. Each barrel weighed 100 pounds. Although many years have passed since cranberries were shipped in barrels, this unit of weight remains the industry standard.)

Inspired by Sacket, the Carey brothers, neighboring owners of wild cranberry land, soon followed Sacket's example. The Carey brothers ditched and diked their land near Auroraville, selling 1,000 barrels of cranberries their first year. They continued to develop and enlarge their marsh, reaching a production high in 1872 of 10,000 barrels.

As a result of Sackets' and the Careys' success, many other marshes were started in the Berlin area. In fact, a boom was created and once seemingly worthless land became very valuable.

But hard times lay ahead. In 1881 the Berlin area experienced heavy rain and flooding. In 1882 they had only half a crop. More water was reported on the marshes than in 15 years. The following year the Berlin cranberry marshes were again covered with water, causing the partially ripened berries to decay. Then a heavy September frost froze so many berries that, on some marshes, it didn't pay to harvest.

By 1894 cranberry production in the Berlin area was down to 3,000 barrels – from a high of 30,000 barrels just ten years before. Soon after, almost all cranberry cultivation ended in the Berlin area.

At the same time that cranberry growing was booming near Berlin, cranberries were just beginning to be cultivated in the Wisconsin River Valley – Jackson, Juneau, Monroe, and Wood counties. Like Berlin, the wild marshes were ditched, dams were built, and brush and weeds removed. By 1875, 2,500 acres of newly improved marshes existed in these counties, some yielding 50 barrels to the acre.

These growers, too, faced adversity. Between 1892 and 1895, drought, frost, and fire destroyed many of the area's cranberry bogs. Although most of the marshes were replanted, some were not.

Today, many of the marshes begun in Wisconsin are still in successful operation. In fact, many of the marshes in Wood, Monroe, Juneau and Jackson County are managed by the children or grandchildren of the families who started them.

All the varieties of cranberries now grown and sold are merely selected wild vines which have been vegetatively propagated or crosses of these wild vines. In gathering the wild vines for planting, early growers took care to select the vines with the better fruit. In 1893, Andrew Searles, a Wisconsin grower, developed a large cranberry from a native Wisconsin berry. The resultant berry, named Searles Jumbo, is one of the leading varieties here in Wisconsin.

Today, there are about 175 cranberry marshes in Wisconsin, occupying a total of 12,000 acres of vines in 18 counties. New marshes have been developed during this century in Barron, Burnett, Price, Rusk, and Washburn counties. These marshes were planted chiefly with Wisconsin's own Searles Jumbo variety.

Water and the Cranberry Cultivation

Cranberry cultivation has always required a great deal of water. Unfortunately, the early growers' only source of water was impounded rain and melted snow. In 1873 the Carey brothers led the way in irrigation by digging a canal between their marsh and a nearby creek. Gradually, more growers followed their lead, digging canals and, in some instances, building dams to form reservoirs. For every acre of vines planted a grower will have 10 acres of support land to catch, store and manage water.

As marshes and water supplies improved, growers realized that crop losses due to frost could be minimized by flooding the marshes. Over time, even this method

was refined. Although water is still used to prevent frost damage today, large irrigation systems now sprinkle the water over the cranberry plants. Flooding is reserved for protecting the vines from more severe cold.

The early cranberry crops were picked by hand – a slow and expensive process. In 1872 W.T. Cosgrain, chief engineer of the Sturgeon Bay and Lake Michigan Ship Canal, suggested that, "when the berries are ripe for gathering, flood the marsh until all the berries are floated and then loosen them from the vines with rakes."

As intuitive as the man was, his idea was not employed until many years later. Andrew Searles was one of the first to practice water raking – and then it was because he had no other choice. He had delayed harvesting to let his berries fully mature and when it came time to pick, he found himself short handed. In desperation, he flooded the marsh and raked the berries. Using this new method, each worker harvested 15-20 barrels a day instead of the usual 8 or 10.

Today most growers flood their marshes for picking, but rakes have been replaced by mechanical harvesters or water reels. Mechanical harvesters, which were developed by Wisconsin growers, have teeth that lift the berries from the vines. The berries then travel by conveyor onto flat bottom boats. Once a boat is filled it is left near the shore for later pickup. Water reels are a relatively new method of cranberry picking. Reels agitate the water, causing the berries to dislodge from their vines. Berries are then corralled to a corner and moved by conveyor belt into waiting trucks.



Modern harvesting equipment. (Author)



Raking berries to conveyor. (Author)

Cranberries Today

Today cranberries are big business in Wisconsin. The industry contributes over 154 million dollars to the state's economy on an annual harvest of 179 million pounds. Plants in Kenosha, Babcock, Eagle River, Warrens, Tomah, Wisconsin Rapids and Cranmoor process and package the berries. Fresh fruit, canned sauce, bottled juice, frozen concentrate, jams, sauces, relishes, and special low-calorie products are just a few of the many ways cranberries are now processed. Although cranberry products are now available year-round, fresh sales still spurt at the traditional holiday seasons of Thanksgiving and Christmas.

Important Events in Cranberry History

1663 Pilgrim cookbook describes cranberry sauce.

1796 Cranberries served at first celebration of the landing of the Pilgrims with first Thanksgiving turkey.

1816 Henry Hall first grew cranberries commercially in Massachusetts.

1829 The first recorded sale of Wisconsin cranberries appears in Daniel Whitney's journal when Whitney purchased 3 canoe loads of berries harvested from the area known as "Cranmoor."

1865 First commercially grown cranberries were grown at Berlin in Green Lake County.

1887 Wisconsin State Cranberry Growers Association formed to advance interests of all engaged in the cultivation of cranberries.

1893 In a continued effort to educate the public about cranberries, Wisconsin State Cranberry Growers Association members traveled to Chicago for the Columbian Exposition, displaying an entire marsh operation in miniature.

1899 U.S. standard for cranberries established: 100 pounds = 1 barrel.

1906 Wisconsin Cranberry Sales Company was formed, a cooperative selling organization.

1952 The first TV commercial for cranberries aired, a spot promoting the year-round use of chicken and cranberries.

A Future in Cranberries

Cranberries have long been Wisconsin's #1 fruit crop. In fact, cranberry growing is a tradition that has been passed down by Wisconsin families since the mid-1800s.

Throughout the years, improved technology has enabled cranberry growers to employ better management practices, ensuring Wisconsin's place as a leader in cranberry production. But just as important, growers are also committed to using only those methods which do not harm our environment. Because of this commitment, cranberry growers have helped to preserve our wetlands, providing a natural habitat where plant and animal life flourish.

The Pure Maple Syrup Industry

By Lynn H. Reynolds

The Indians of North America made the first maple syrup. They called it "Sinzibukwud". The Indians taught the white man how to make syrup, especially the French who learned very well. The sap dripped into birch bark containers from broken limbs and later from gashes produced by knives or other instruments. The sap was boiled by placing red hot rocks into the liquid contained in a hollowed out log. The Indians used maple syrup and especially maple sugar as a trading item for necessities. They were the innovators. They were the leaders. They earned the title of "beginners". But as the white man learned, he did the marketing. He did the trading, and the Indian market vanished. The fledgling industry transferred from a trading tool into a somewhat commercial stature.

The pioneers (again especially the French in Canada) grasped the art of maple syrup making as a trade. America attempted to become sugar independent by maple production. Ben Franklin actually wrote projections to that effect. Thomas Jefferson made maple syrup and predicted that the maple sugar industry could well be America's largest commodity for export. He missed it slightly. Maple syrup production spread west with population migration. The technology and art moved with the flow. Wisconsin production became significant in the 1850's. Wisconsin became the largest supplier of maple sugar to the Union troops during the Civil War. My great grandfather (Adin Reynolds) had made maple syrup in New York with his father and moved his maple operation to Hartford, Wisconsin in the 1840's. He later made syrup in Palmyra, and then in the 1860's to Aniwa where it is still operating today.

As time progressed, so did technology. Today, the three most significant technological advances over the way it was first introduced by the Indians are tubing, vacuum, and reverse osmosis. The overwhelming majority of all syrup produced today is with tubing and reverse osmosis. The advent of vacuum to suck the sap out of the lines has made inaccessible landscapes adaptable to tapping, as well as adding to quantity and quality. Reverse osmosis has relieved the enormous dependency on fossil fuels. Reverse osmosis allows removal of approximately 75% of the water with mechanical energy, at a fraction of the cost of heating energy.

It takes 40 gallons of sap to make one gallon of syrup. Sap is approximately 2% sugar as it flows from the tree. It requires about 4 taps to make a gallon of syrup. A tree must be at least 10-12 inches in diameter to be tapped. Additional taps can be added for each additional 5" in diameter, up to a maximum of three or four. Proper tapping procedures will never harm the tree. Sap flows about ten days out of a six week period annually. Freezing and thawing causes the expansion and contraction thereby forcing the flow of sap from the tree.

Canada produces approximately 80% of all the maple syrup in the world. Maple syrup is essentially only produced in North America. A few North American maple

trees have been transplanted into other countries with favorable weather conditions and a very minute quantity is produced elsewhere. The U. S. production is approximately 20% of the total. Quebec alone produces about 75% of all the syrup. In the U. S., Vermont is the largest producer at approximately 450,000 gallons, New York at about 250,000 gallons, and Wisconsin is third at about 150,000 gallons. Approximately 90% of the Canadian production is exported. About 80% of the total is exported into the U. S.. The maple syrup industry has a good international relationship. The Canadians produce, the U. S. sells. NAFTA seems to be made for the maple industry. There are about 50,000 maple producers worldwide. There are 3,000 to 4,000 of those producers in Wisconsin. There are probably about 200 commercial maple producers in Wisconsin and the balance could be termed hobbyists. World production in 1995, was approximately 60 million pounds, which is considered nearly a normal crop. In 1995, Canadian production was about 50 million pounds and U. S. production was about 10 million pounds. Wisconsin produced about 1.5 million pounds in 1995.

Organizations were and are crucial to the development of the maple syrup industry. The Wisconsin Maple Syrup Producers Association (WMSPA) has approximately 250 members, 18 statewide directors, and is truly representative of the Wisconsin maple industry. Their functions include a first tapping by Alice in Dairyland, a state maple syrup festival, electing a state maple queen, conducting a maple syrup contest, operating the state fair, and is truly a vibrant part of the Wisconsin agricultural and forestry community.

The North American Maple Syrup Council (NAMSC) focuses on representing the interests of the producer. The main concern is for the tree; they promote technology and support research. The NAMSC has only sixteen members which are provincial and state maple syrup associations.

The International Maple Syrup Institute (IMSI) focuses on promotion and marketing. It offers and promotes the IMSI logo. The logo extends a guarantee to the consumer for purity of the product. The IMSI protects the integrity of pure maple syrup by providing policing for purity and adulteration. The IMSI supports research. Most importantly, the IMSI offers to the industry, an international forum which meets four times a year alternating across the U. S. - Canadian border.

Our industry has supported and initiated maple research projects to a total in excess of one half billion dollars. This is an extraordinary accomplishment for such a small industry. The finances were accumulated by a fee of 1 cent per container over a period of approximately 11 years.

To conclude, I want you to take a trip with me. I want you to lean back, close your eyes, and listen very carefully. Join me in remembering the past. The past is where every person who has tread a forest path, has stepped. As they went, they offered to guide us. So just for a few minutes, listen to the sounds and voices of the past: Listen now – Listen to the silence of the forest – Listen to the squeak of the brace and bit as it drills into a frozen maple tree – Listen the harnesses creak as the horses strain against the wagon – Listen to the clank of the cover as it slams back

down on a metal bucket – Listen to the sap as it swishes into the gathering pail – Listen to the plink, plink, plink, of the sap as it echoes into the empty bucket – Listen to the sap as it roars into the storage tank – Listen to the purr of the boiling sap in the evaporator – Listen to those iron doors clank against the metal arch – Listen to the fire snap and crackle – Listen to the hiss as the steam enters the cold night air – Hear it now? – Listen closely – Now we can hear the voices of the past – Listen to the voices from the forest – Listen to the voices that lead us – Listen now – They are saying..."We set the foundation, it is up to you to build the structure"..."We laid the path, now be sure to lead, not follow"..."Walk the path of the future"..."Work hard"..."Keep the faith"..."Join hands and work together"..."Be honest"...You can hear those voices now, can't you?..."Don't cheat"..."Do what you believe"..."Love what you do"..."Be proud of what you do" ..."Help your neighbor"..."Reach for success"..."If you believe in something, fight for it"..."But be satisfied with what you have fought for"..."Listen to your heart"..."Give, don't take"..."Share it with others"..."And be humble"...

I leave you to listen to all of the voices of the past. But please listen carefully...they are talking to you.

All of maple and I thank you.



Collecting the old-time way. (Author)



Collecting the old-time way. (Author)



Drilling tap holes. (Author)



Processing plant. (Author)

Christmas Trees

By Syd Hovde

It's a pleasure being here to represent the Wisconsin Christmas Tree Producers Association. On behalf of the 425 members of this organization and non-members in the Christmas tree business in Wisconsin, the history of this organization needs to be documented. My research amazed me and I became quite bewildered by the number of people involved. I fear I may have missed some individuals who made significant contributions. However, the amount of data reviewed simply cannot be all inclusive. The history of the Christmas tree goes back many years before our Wisconsin Association, but our main objective has been the production of beautiful trees described as follows:

How Lovely Are Your Branches

Those beautifully shaped branches are formed by the skilled hands of many tree farmers who annually shear every tree on their Christmas tree farms in order to get that wonderful dense conical shaped Christmas tree that adorns households worldwide.

Each year 35 million American families bring a "real" Christmas tree into their homes to become the warm and glowing center of their Christmas celebration. The tradition endures year after year...but how did it get started?

Early Beginnings

Two sled loads opened the first Christmas tree market in 1851. An enterprising man from the Catskill Mountains brought 2 ox-sleds of young fir and spruce trees to New York's Greenwich Village in 1851, thus opening the first Christmas tree business in the United States. Mark Carr, who cut his trees in the wild and then rented a stall in the City's fruit and vegetable market for one silver dollar, launched an industry that now grows and sells forty million trees a year. Carr's success was so "quick and certain" that by the 1880's, 600 tree dealers were competing for space in that same market, and 30 were renting additional stalls along the adjacent waterfront. Dealers from the Catskills insisted that their trees were fresher than those from the Adirondacks, and sought to prove it by shaking their tree branches to prove the needles would not fall off the tree.

The freshness of the trees was important as the trees were lighted only by wax candles, and fires were frequent. Cedar trees were popular in the 1860's, but tastes changed, and by 1900 people were using other evergreens that did not dry out as fast, thereby reducing the fire hazard.

President Franklin Pierce introduced the Christmas tree to the White House in 1856, but by the 1880's environmentalists were becoming alarmed by the indiscriminate cutting of forest evergreens. In 1901, President Theodore Roosevelt

banned the Christmas tree from his home and urged others to do likewise. However, his sons, Archie and Quentin, smuggled a tree into Archie's room. TR, displeased, lectured his sons and sent them to talk to Gifford Pinchot, first head of the U.S. Forest Service. Instead of scolding the boys, Pinchot explained that if Christmas trees were handled properly, the cutting could help thin timber lands and produce better growth. Pinchot's early observation on forest management is as accurate and useful today as it was then. Pinchot maintained that forest fires, not Christmas tree cutters, were the threat that needed to be checked.

The U.S. Forest Service in 1909 estimated that 5 million trees were being cut, and one in every four families was buying a Christmas tree.

In the 1930's, President Franklin D. Roosevelt became the country's best known Christmas tree farmer by growing trees on his Hyde Park, New York, estate.

Scotch pines, which had never been sold as Christmas trees, were introduced in 1930 by Fred Musser of Indiana, Pennsylvania. Musser figured that Scotch pines could be grown in five or six years on cheap, abandoned Pennsylvania farms and then sold – a judgement that paid off handsomely after some initial losses.

Christmas Celebration Folklore

Historians trace countless roots that grew into our present day custom of using a Christmas tree. Legends tell of the decorated tree in winter celebrations long before there was a Christmas. Egyptians brought palm branches into their homes in late December as a symbol of growing things. In the middle ages, the feast of Adam and Eve was held on December 24th: a fir tree hung with red apples called the Paradise tree.

It is generally agreed, however, that the use of an evergreen tree as part of the Christian Christmas celebration started 400 years ago in Germany and spread to most of northern Europe by the 19th century. Hessian Mercenaries brought the custom to the U.S. during the American Revolutionary War. In 1804 soldiers at Fort Dearborn hauled trees to their barracks during Christmas.

In 1842, a German named Charles Minnegberode introduced the custom in Williamsburg, VA. His tree was described as "splendidly decorated" with strings of popcorn, gilded nuts and lighted candles. In 1923 President Calvin Coolidge established the National Christmas Tree Lighting Ceremony on the White House lawn that has since become part of that annual holiday observance.

The enduring tree symbol, which is even older than Christianity and not attached exclusively to any one religion – remains a firmly established part of our holiday

customs, engaging not only our senses of sight, touch and smell, but also our sense of tradition. The tree evokes a mood of holidays from long ago.

How the Wisconsin Christmas Tree Producers Association (WCTPA) started

The industry existed well before the WCTPA came into existence. In fact, Wisconsin for many years prior to the establishment of the Association produced Christmas trees from natural stands of balsam fir, spruce and pine. With the establishment of large plantations of pine after World War II, a number of people became interested in forming an association for their mutual interests.

Fred Trenk, Extension Forester at the University of Wisconsin called a meeting in February, 1954, at Rhinelander to explore the need for an organization. A steering committee was set up to draft a constitution The association was organized and officers elected.

Membership dues were established at $5.00 per year and 73 members joined the association that first year. The initial objectives for the association were:

1) Research on cultural management of trees.

2) Enforcement of licenses and trespass laws.

3) Preparation of newsletters, printed matter and tree tags.

The following year WCTPA took on the project of supplying courtesy trees to the Governor and Secretary of State.

The big news in 1960 was the plan for the first National Convention to be held at Purdue University in August. Forty members were in attendance and the lucky winner of a tree planter was Syd Hovde, tree grower from Mauston, Wisconsin.

During those early years of the association, problems and concerns were pretty much the same as they are today.

Don Radtke, President warned, "We must find a market for the extra hundreds of thousands of cultured trees now approaching market size."

Stand Hurd, past President stated, "Can't the public be educated to the fact that harvesting and sale of Christmas trees is not depleting our future timber supplies, but rather these trees are a specialty crop dovetailed to good land use practices. And that our trees are a managed and renewable resource, which can't be said of those factory made intruders."

The Board of Directors passed a resolution asking for control of the deer population in order to minimize damage to Christmas trees. The incidence of root collar weevil on Scotch pine has grown due to large increase in acreage.

What does the WCTPA do all year long?

Many projects are going on throughout the year that originate at or go through the association office which is located in the village of Arlington, Wisconsin.

All activities are governed by a nine member board of directors, who select an executive secretary to carry on the daily duties. One primary function of the association is to plan the statewide conventions held annually in January and July.

This past August, WCTPA hosted the National convention which was held in LaCrosse, Wisconsin with over 1200 in attendance. Growers from all over the

country, including Mexico and Great Britain, gathered together to share ideas, visit with exhibitors, tour tree farms, and attend sessions to hear what was currently happening in the industry.

The Association publishes a Quarterly Journal Buyers Guide, and a "Choose and Cut" guide. We staff an educational booth at the state fair and participate in other state-wide promotions, such as the Farm-City Kick-Off Celebration.

Our display at the State Fair has tremendous impact for our industry. It is amazing how many consumers do not know what kind of tree they had in their home nor can they correctly identify the trees we have on display. Most people don't realize they need to cut off the bottom of the tree trunk before putting the tree in the stand or the reason why they should do this.

Over 18,000 people visit the fair booth each year and pick up literature on tree identification and educational coloring books for children. They also have the opportunity to sign up to win one of the many free trees WCTPA members donate at Christmas.

Marketing – Our Biggest Problem

The biggest problem confronting growers nationwide is the over abundance of trees. Growers ten years ago planted more, and new growers got into the business with the anticipation of retiring on their farms and having some extra income. Families who live on the edge of some urban settlements, and have a minimal amount of acreage, are planting with the hopes of opening a small "choose and cut" operation. The southern states are now growing trees, which only a few years ago didn't actually contribute to nationwide supply.

Twenty years ago, the WCTPA actually conducted field demonstrations and showed members how to plant and shear or shape their trees. Today, that is no longer true. The "old timers" aren't as willing to talk with potential new growers and share their knowledge of tree growing. A lesson they have "bought and paid for" isn't as easily passed on as it was a short ten years ago.

The National Association has looked into the possibility of a marketing order and other methods to help growers market more of their trees. So what have growers themselves done about getting their trees sold? Many have sent sales people out on the road or gone themselves; some have exhibited at trade shows; more and more are placing advertisements in trade association publications.

The association annually publishes a Buyers Guide for members to advertise their wholesale trees. This guide is sent to potential buyers who in turn contact the members who have placed an ad in the guide. A type of "clearing house" is available through the association to help get buyer and seller together. This is especially helpful when a buyer is looking for a particular type of tree and the growers have indicated to the Executive Secretary the species they have left for sale. This has been a very successful program and helped many growers sell their trees.

Legislative Issues and Plant Pest Problems

Another big problem right now – where is that Pine Shoot Beetle? Robert Dahl, State Nursery Inspector with the Wisconsin Department of Agriculture, is still

giving us the "clear" sign. There have not been any signs of the beetle in Wisconsin as of yet. Counties within the states that have evidence of the beetle are quarantined from shipping their tress out of their county, unless they are inspected and certified FREE of the pine shoot beetle.

Russ Weisensel, Wisconsin Agri-Business Council and Forestry/Rights-Of-Way/coalition, is always there helping us with whatever legislative issues keep popping up. Most legislative issues are of national concern and this area is where the National Christmas Tree Association representatives spend a lot of their time and effort.

We have worked with State Government on such issues as the property tax, allowing real trees to be displayed in public buildings, fire control and burning permits. We have also dealt with other issues.

How Else Can We use Christmas Trees?

Many more growers are cutting the tips from their trees for making wreaths and garland–mostly from Balsam firs. Some are mixing in other tree species for variety. Often, these quality finished products are sold in bulk for resale to wholesale Christmas tree merchants while others are sold at "choose and cut" farms in their gift shops. More consumers are using wreaths and garlands to decorate the outside of their homes. Store merchants realize the value of a good looking store front to boost their business.

The firs and spruces are being potted or balled and burlapped and sold for landscape projects. Homeowners are beginning to find great pleasure and satisfaction in doing their own landscaping. Pines along with the firs and spruce are being marketed for windbreaks as rural residents realize the value and beauty that trees add to their property. A living hedge row adds not only beauty to a homeowners yard, but also privacy in areas where home lots are small and close together.

Wisconsin Statistics

From surveys collected from our 425 members, Wisconsin harvests between 3 and 3 1/4 million Christmas trees each year. About 300,000 are sold in the state while the rest are shipped nationwide.

Wisconsin ranks third in production, with Oregon on top and Michigan second. California, Pennsylvania and North Carolina are the next biggest tree producing states.

Of the six principal trees grown in Wisconsin, four are native. Balsam fir which constitutes 23% of total production, white pine 15%, white spruce 10% and red (Norway) pine 2%. Scotch pine comes from Europe and has 40% of the harvest. Fraser fir has 10% and others, such as Colorado blue spruce and black hills spruce, concolor fir, Austrian pine, etc. make up 8%.

Christmas trees are grown on approximately 60,000 acres in Wisconsin. These same growers plant an additional 25-35 thousand acres and manage them for other purposes.

Our surveys also show us that 75% of our members have under 250 acres of Christmas trees in production, 20% have between 250-500 acres and only 5% have

over 500 acres of Christmas trees. Most of the trees are grown in central Wisconsin, namely Waushara and surrounding counties.

How Trees Get Into Places of Honor!

In 1963 the Christmas tree contest was reestablished, the first since 1954 when the association was first formed. The winner of that contest was Northern Christmas Tree Growers of Merrillan who also supplied a tree to the Governor's office that December. Previously the WCTPA President provided the "People's Tree" to the Governor on behalf of the WCTPA members.

The honor of providing the White House tree has grown into stiff competition among tree growers from all states. Each state association conducts a tree contest among their members. In Wisconsin, the judging and selection of the state Grand Champion tree comes from the membership present at the contest, which is held in conjunction with the WCTPA summer convention.

Each state grand champion winner then has earned the privilege of entering a tree in the National Christmas Tree Association's Contest. The winner of the National contest represents his state when he presents his tree to the President of the United States. The President's tree adorns the Blue Room in the Nation's Capitol. Wisconsin has had FOUR National winners over the years: Howard Pierce from Sparta in 1967, Cal Frelk from Merrillan in 1970, Ken Guenther from Black River Falls in 1976 and Irv Daggett from Montello in 1988.

In Wisconsin, the WCTPA grand champion winner also has the privilege of presenting a tree to the Governor and the people of the State of Wisconsin. This tree is displayed in the Governor's Conference room during the holiday season each year.

Christmas Tree Growing

Christmas trees, unlike most Wisconsin farm crops, take between seven to ten years before harvesting can begin. A tree farmer has planned his life at least ten years in advance every time he puts a little seedling in the ground.

Originally, the family Christmas tree came from the forest; in today's world most Christmas trees are plantation grown and cultured in order to provide consumers with the best possible trees. Providing American families with the best Christmas trees that man and nature can devise is a big job.

While growing, trees provide environmental benefits by serving as a wildlife habitat, increasing soil stability, and providing a pleasing esthetic improvement to the land. An acre of trees provides the daily oxygen requirements of 18 people. Real trees are a renewable, recyclable resource and for every Christmas tree harvested, 2-3 seedlings are planted in its place.

According to statistics from the National Christmas Tree Association office in Milwaukee, there are about 15,000 Christmas tree growers in the U.S. and over 100,000 people employed full or part-time in the industry. About 5,000 are "choose and cut" farms. Trees are grown in all 50 states, including Alaska and Hawaii, on approximately 1,000,000 acres.

National surveys indicate the top selling Christmas trees are: Balsam fir, Douglas fir, Fraser fir, noble fir, Scotch pine, Virginia pine and white pine. Consumer

preference and sale figures vary according to several factors, including area of residence, tree availability, family tradition and aesthetics.

So Where Will the Christmas Tree Industry Be in the Future?

Any Christmas tree grower will tell you, "There is something special about working with nature, planting, nurturing and harvesting their product." It's their way of life! They will continue, times will change, but the real Christmas tree will always be plentiful, especially in Wisconsin where growing conditions are so favorable.

In every business endeavor, especially Christmas tree farming, the laws of supply and demand exert themselves. The industry has gone through years of abundant supplies, consequent price changes, and competition for markets. Wisconsin growers plan ahead to grow the right species of best quality for the markets existing at time of harvest. Wisconsin growers have over the years successfully established local, regional, national, and foreign markets.

Our real trees are biodegradable and supply oxygen into the environment while growing. Our growers are using less pesticides by complying with environmental standards and promoting recycling of Christmas trees for wildlife habitat, and mulching. The industry supplies healthful outdoor jobs to young people. If Wisconsin Christmas tree growers can plan ahead and meet all the criteria of good business practices, the industry will continue to be a viable enterprise.

Acknowledgement:

Virginia Mountford, Executive Secretary Wisconsin Christmas Tree Producers Association; Syd Hovde, Director, Wisconsin Christmas Tree Producers Association.

The Saga of Swan's Balsams

By Norma Swan

My husband, David Swan, was born to Swedish parents in Aurora, Illinois, in 1909 and moved to north central Wisconsin at the age of four. His arrival into his family was followed, over the next 20 years, by six brothers and five sisters. Needless to say, life was not easy, with none of the modern conveniences that we are so accustomed to these days. Dave's Dad worked for a road construction company in their township. Of course, like everyone else he milked a few cows, raised a few pigs and had enough chickens to provide eggs for the family. As those seven boys grew, it seemed only natural that they should take up axes and cross-cut saws and head for the woods to cut necessary fire wood. As time passed the two older boys, Dave and Clifford, became experienced lumberjacks.

I, on the other hand, was being raised in a small town adjacent to one of the world's largest seaports and ship building areas, Norfolk, Virginia. Eventually WWII came along and a chain of events brought David to be stationed in my home town and we met, fell in love and married.

At the end of the war, we moved with our three month old son to an old lumber camp in Wisconsin by Bass Lake in the Town of Hill. We actually transformed that old logging camp into a very livable home with the first bathroom known in that part of the country. Mind you, I had lived all my life in the city and I never thought for a minute that there were people anywhere in the whole United States that did not have indoor bathroom facilities with hot and cold running water.

Dave, after living with my family in Virginia for three years, had become accustomed to these luxuries, so even though it was not possible for us to have electricity, he set about to build us a very nice bathroom in that logging crew quarters. He moved a cattle water tank into the attic, cut two holes in the roof, one for the pipe where the water would come in and another for an overflow so when the tank was full we could see the water coming out from where we stood, pumping by hand. Gravity took care of the rest to bring the water down to the kitchen and the bathroom, which also housed a gasoline operated washing machine. All we had to do was turn on a faucet.

We thought we had a great little love nest and I still look back on those days as some of the happiest and most rewarding of our life together. I can't tell you how an experience like this sharpens one's sense of appreciation for the simple things of life.

For 30 of the 50 years that we were married, Dave got up each morning and, together with Clifford, milked 20 to 50 cows before heading to the woods to get their traditional ten cords of hardwood or pulpwood on the drays before they quit to come home and milk those cows again. They put in some long hard days, but were making a honest living.

Dave was an avid reader and while in service had read some interesting articles on growing Christmas trees and this haunting desire to raise Christmas trees was always in the back of his mind.



Swan's tree nursery. (Author)

Finally, he sat down with pencil and paper to figure just what their hourly wage would be for all the work with those cows. It was then they made a firm commitment to drive to New Hampshire and pick up 10,000 of those balsam transplants that he had seen advertised for $10/1000. This was definitely a turning point in our lives.

In 1964, the year our first grandchild was born, we began to decrease the number of livestock and started at the farthermost acre from the house and turned crop land into evenly spaced checkrows of balsam Christmas trees.

The neighbors thought for sure we had lost our senses! To think how hard it had been to clear this land of trees and there we were putting trees back on good growing alfalfa acres. Every year we planted another 10,000 transplants and carefully, by hand, we learned to shear. Finally on August 5, 1970 we received a check for $400 as a down payment on our first harvest of Christmas trees. I still have that first check. The buyer returned it to us after it had been processed to keep as a memento.

By 1980, we were harvesting 12,000 trees per year and never had enough trees to meet the demand. I wish that were our problem today, but things have changed. Now there are more than enough quality trees being grown and marketing is our greatest challenge.

There are vital environmental concerns for the Christmas tree industry, but like others of you in the logging business, we are striving to solve these problems in a way that will not only let us continue to make a living, but will also insure a safe and beautiful environment for our children and grandchildren to enjoy for generations to come.

Editor's note: After the presentation, Norma showed a few slides of logging in the late 40's and early 50's. Several of the slides showed the men still cutting the branches off the downed trees while herds of deer nibbled on the leaves. One slide showed 13 deer. The rest of the slides showed the planting, shearing and harvesting of Christmas trees on the Swan farm.



The growing crop. (Author)

Mushroom Farming in Wisconsin

By Ken Krueger

Mr. Krueger's presentation was not a written paper but an expressive off-the-cuff discourse on the history of mushrooms in general as a food and the modern cultivation of one of the more exotic varieties – the shiitake mushroom (pronounced she-tah-key). The following is a capsulized summary of the main points he covered: In ancient Egypt, mushrooms were so highly prized they were reserved for the plates of the Pharaohs. The Romans saved mushrooms for their warriors and elevated their status to "food for the gods". In France, mushrooms were synonymous with haute cuisine for centuries. In some Asian cultures, certain mushrooms are worth their weight in gold. Such is the variety know as shiitake, also known as the Black Chinese mushroom, which has been an oriental delicacy for 2000 years.

The first report of shiitake mushrooms in North America was in the early 1970's[1]. They were brought by Asian immigrants, Korean, Chinese, and Japanese, who settled in California, Oregon, and Washington. Those groups began growing shiitake the Asian way, on natural logs. A USDA survey in 1988 of the mushroom industry showed that in 1987 the world-wide production of shiitake was 10 million pounds. Of that amount, the United States grew one million pounds or 10% of the world's production.

In the United States, and particularly the middle west, shiitakes have become a gourmet food that make sauces, gravies, and main dishes a special treat. The demand often exceeds the supply, even at $7.00 to $12.00 per pound wholesale. To meet that demand, and to assure a steady, year-round supply for his gourmet restaurant markets in Milwaukee, Madison and Minneapolis, Krueger has developed an indoor, assembly-line-like operation, using oak logs producing shiitakes at different stages of development.



Experimental innoculation of shiitake spores in drilled holes. (Alan W. Haney)



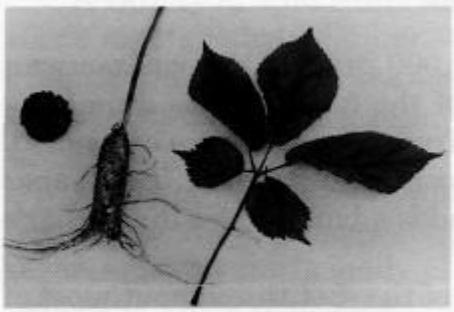
Experimental shiitake production in forest shade – note fruiting bodies. (Alan W. Haney)

In a 40' x 80' pole building at his Oakwood Farm near Mosinee, WI., Mr. Krueger stacks about 4000 logs, 1 1/2 to 4 feet long and 3 to 5 inches in diameter. Shiitake spores are placed into 1/2" x l" holes that have been drilled into the logs and the holes covered with hot wax to keep the spores in place. Because temperature and humidity are critical factors, the building is lined with plastic . When the ends of the logs first turn white with mycelia (mushroom roots) and then start to turn a chocolate brown, the logs are soaked in water for 24 to 48 hours, then left for the mushrooms to grow and mature for harvesting. According to Krueger, in 1990 there were about 70 shiitake growers in the state, but only ten who operated on a commercial basis; the others did it as a hobby and for personal use. His presentation concluded with a hands-on demonstration of the spore inoculation procedure and a display of logs in the various mushroom-producing stages.

[1] Cook, Roberta C. – "History of Shiitake and Other Exotic Mushrooms" - Symposium Proceedings of the National Exotic Mushroom Association, May 1989.

Ginseng

By Paul Hsu



Ginseng Berry ball, root and leaf structure. (Author)

Mr. Hsu did not supply a paper but talked extemporaneously about the history of growing and marketing American ginseng. As president of Hsu's Ginseng Enterprises Inc., he is reportedly the largest grower and exporter of ginseng in the United States.

Marathon County is the center of Wisconsin's ginseng business. The climate and soils are uniquely suited to the growing of this medicinal herb. This is the "wonder root" used by the Chinese for centuries to cure every malady and is widely touted in health food stores here in the United States.

Studies in this country have not demonstrated any significant curative properties of the herb. However, it may have some anti-stress properties and a stimulative effect on both mental and physical faculties.

Eastern farmers pioneered ginseng cultivation in the late 1700's. The first growers transplanted wild roots from the woods. It naturally grows in the heavy shade of hardwood forests and the early growers used wooden lath on posts to create the necessary shade. The industry developed from this beginning to large scale commercial production now, with growers producing their own planting stock. It is an extremely labor and capital intensive process requiring constant care to obtain a crop. The plant requires at least four years to produce acceptable roots, which are the product harvested. Starting a new operation requires five to ten years of heavy investment to break even. Many diseases peculiar to this plant can cause considerable losses, thereby adding to the riskiness of the venture.

Ginseng is almost unique in the method of marketing the product. In the early days it was sold through middle-men on the east coast. However, since the early 1970's Asian buyers began coming directly to the farms in Marathon County with local representatives. Buyers inspect the fall crop right on the farms and pay directly to the farmer. The crop is then packed and shipped by air directly to the Orient.

Wisconsin ginseng is one of the country's most lucrative export crops. It is the second top export crop for the state. In 1995 over 2.1 million pounds of cultivated ginseng was exported, valued at $60 million. Almost 90% of this came from Marathon County. One acre of production may bring to $100,000 in a good market year. But, the increasing number of producers, 1464 at last count, and consequent increased production in recent years has resulted in lower revenues per pound and per acre. At present, the supply seems to have overtaken the demand. Consequently, prices have decreased in the past four years.



Wood shaded Ginseng garden with ripe berries. (Author)

Prehistoric Native American Use of Nuts and Berries From The Forests of Wisconsin

By Dr. Constance Arzigian

The archaeological record in Wisconsin reveals 12,000 years of Native American dependence upon and exploitation of the resources of the forests. Both animals – deer, elk, small mammals, birds – and plants – nuts, fruits, seeds – were consumed, and many other resources were used for basketry, tools, and so forth. This paper focuses on the food uses of nuts, fruits, and berries, and is adapted from the author's dissertation research (Arzigian 1993)

Nuts, especially hickory, were an important part of the diet throughout most of prehistory. They are an excellent source of calories and protein in a readily storable form. Walnut and hickory nuts could be processed by pounding the shells and meats on a mortar or large rock and then boiling the whole mass. The nut shells would sink to the bottom while the oils and meat rise to the surface and could be skimmed off, the oils either used as a "milk" or stored.

Boiling nuts to separate the meats from the shells would have had important archaeological implications. Two species of hickory are present in southwestern Wisconsin, bitternut (Carya cordiformis) and shagbark hickory (C. ovata). Bitternut is, as its name suggests, bitter; however, the nuts can be made edible by boiling, and if boiling was already used in nut processing, this would not require any additional labor. In some habitats, notably the bottomlands, bitternut would have been the most abundant hickory species. Archaeological specimens do appear to include both the thinner-shelled bitternut and the thicker shagbark hickory, although differentiation of the two species is difficult.

It can be argued that the dominance of hickory at midwestern archaeological sites results from the fact that only hickory meats can be separated from the shell by crushing and boiling the nuts. Generally too much husk remains on walnut, (Juglans nigra) and imparts a foul taste to the meat and oil when they are boiled (Talalay et al. 1984:356). However, the continued importance of walnut at a number of sites in the Driftless Area suggests that the prehistoric populations either did not find the bad taste a problem or employed some method of cleaning the walnut shells first, perhaps by boiling the nuts whole to remove the remnants of the husk before crushing and boiling them to obtain the meat.

Experiments with hickories and walnuts made during my study suggested that the whole nuts should be stored for several months to allow the nutmeats to dry out, which simplifies removal. Thus, hickories and walnuts could be stored in the shell and processed only when needed. They would make excellent stored resources.

Acorns occur in low quantities – but sometimes with moderately high ubiquity – in archaeological sites. Their low frequency might result from the difficulty of processing them or from the fact that their shells are thin and less likely to be preserved after charring than the dense shells of hickory or walnut. Red and black

(Quercus rubra and Q. velutina) acorns require some leaching to remove tannin from the nutmeats before they are edible. White oak and burr oak (Q. alba and Q. macrocarpa) were common prehistorically on the terraces and prairies/savannas, and they do not require leaching to be edible.

A variety of wild fruits and berries are prominent in the archaeological record. Black nightshade (Solanum americanum) grows along riverbanks and on disturbed ground. The plant and the unripe fruits are poisonous, but the fully ripe fruits are edible. The seeds have been found in a number of archaeological contexts (King 1984:168).

Fruits of both smooth and staghorn sumac (Rhus spp.), can be eaten, used to make a lemonade-like beverage, or dried for winter use. Native Americans also used several species medicinally or for dyes (King 1984:74). Sumac grows in woods and fields and along roadsides.

Grape (Vitis spp.), raspberry/blackberry (Rubus spp.) and hawthorn (Crataegus spp.) provide edible fruits and grow in woods, and in the case of grape, along stream banks. Hawthorn is common in disturbed communities such as forest edges, open woods, and stream bank thickets (King 1984) while pin and choke cherries (Prunus spp.) were frequent in open burns.

Changes in Resource Utilization Through Time

We can picture a population living on the major river floodplains and terraces during the summer, gathering into larger groups to exploit the abundant, readily available aquatic resources, to harvest a variety of wild plants and animals, and more recently to cultivate squash, sunflower, sumpweed, and maize. During the winter, smaller population units (families and clans) moved into the interior stream valleys to hunt deer. Nuts were harvested both for current usage and to store for the rest of the year. During the initial occupation of Wisconsin, the early PaleoIndian period, Wisconsin was recovering from the retreat of the glaciers, and forests were becoming established. Plant usage was probably minimal, given the low number of edible foods in northern boreal forests. Subsequently, during the Archaic period that began 6 - 7,000 years ago, the modern forest assemblages developed, with large areas of oak savanna and open woods. These conditions were excellent for both nuts and fruits, and for deer and other animals that people hunted. Nuts became an important resource, and charred nutshells are found in abundance at virtually all Archaic sites where archaeological recovery techniques were adequate to find them. However, the record of their usage is not well known compared to that identified for the, latest period, the Woodland,that began about 2,000 years ago. Many sites have been excavated and studied in detail to recover the evidence of prehistoric plant utilization (Arzigian 1993).

Utilization of plant resources in the last 2,000 years during the Woodland period focused on a variety of nuts, predominantly hickory and walnut, but also hazel and acorn. Starchy seeds, goosefoot, a variety of species of knotweed, and wild rice dominated the seed assemblage, supplemented by a variety of fruits and berries. This choice of wild plant foods continued basically unchanged throughout the

Woodland tradition, although some foods, notably starchy seeds, increased in importance through time. Goosefoot and the knotweeds might have been seed sources for growing new young plants for greens after the wild plants had matured and their greens were no longer palatable. Given that the human populations definitely did grow some plants, deliberate planting of seeds for greens is likely, although it cannot be demonstrated from the archaeological record.

The most notable change in plant food utilization was the incorporation of various cultivated species, beginning with squash, sunflower, and sumpweed, and gradually adding corn and beans to the diet. The first indisputable context for maize was in Late Woodland components, where it was ubiquitous. Although maize's actual contribution to the diet is unknown, bone chemistry analyses have indicated significant usage beginning with Late Woodland populations (Bender, Baerreis, and Steventon 1981). Maize was the cultigen with the greatest potential for expanding production almost indefinitely, and it subsequently became a mainstay in both the historic Indian diet and modern agriculture. Even after the incorporation of cultivated plants, wild resources remained important. Their use, particularly that of nuts, does not appear to have changed with the introduction of any of the cultigens, including maize.

One of the most important contributions of fruits is that of providing vitamins. Ascorbic acid in particular is in short supply during the winter. Blackberries, found only in the upland, are relatively easy to obtain and are one of the richest sources of ascorbic acid. Thus, even minimal exploitation of fruits, perhaps by collecting them as they were encountered in the pursuit of other activities, would help to provide all necessary vitamins and minerals. Since ascorbic acid is destroyed by many processing and storage procedures, the demand might or might not have been satisfied by stored fruits and squash. However, any resources or storage techniques that would retain this nutrient would be particularly important. In this regard it is important to consider the roles of herbs and medicines. Many substances made into tea, and used for medicinal purposes undoubtedly provided important contributions of vitamins. Rosehip tea, for instance, is reputed to be high in ascorbic acid. Thus, throughout prehistory, and continuing into the modern era, forest products have provided important contributions to the human diet.

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Forest History Association of Wisconsin's First 20 Years

By Frank Fixmer

I once asked a noted speaker his secret for being such a successful speaker. "First," he said "you write an exciting opening that will attract the attention of everyone in the room. Then you write a dramatic summary and closing remarks that will leave your audience spellbound." "Then", he advised, "you put them as close together as possible."

Well, I don't know how exciting and spellbinding my review of F.H.A.W. 's first 20 years of operation may sound to you, but I do hope it will be interesting to those of you who have been members that long and recall our early days of development as an organization unique in the field of history. I also hope our story will interest those of you who became members more recently and have wondered how we managed to become a viable not-for-profit educational organization, with limited financial resources, that has become more visible and well known throughout the state each succeeding year.

Our history had its beginning in 1975 when a group of representatives from wood-dependent industries, public forestry and conservation agencies, and the University of Wisconsin met to discuss a potential project that would help to commemorate the bi-centennial of the nation's independence and also serve to remind Wisconsin citizens of their state's forest heritage, as well as the importance of its forests both in the past and present. A preliminary plan of having a series of exhibits on a string of railroad freight cars that would circulate around the state was analyzed and debated, but the logistics and financial aspects of that proposal proved to be insurmountable.

In due course, general agreement was reached to form a non-profit organization which would have as its basic goal the education of the general public in the contributions to the social and economic development of Wisconsin by the wood-using industries and forestry interests, both public and private. So it was that on May 26, 1976, three incorporators officially signed a document of incorporation. They were Tom Fulk, Supervisor of the Nicolet National Forest, Rhinelander; Ned Revie, woodlands manager for the Wausau Paper Mills Company at Brokaw; and Frank Fixmer, woodlands manager for the Mosinee Paper Corporation at Mosinee. The initial Board of Directors consisted of those three, plus Adrian DeVriend, U.W. Extension, Hayward; Roger Draynd, Employers Insurance of Wausau (now Wausau Insurance Companies); Carl Theiler, Executive Secretary of Wisconsin-Michigan Timber Producers Association, Tomahawk; and L.G. Sorden, Professor-Emeritus of U.W. Madison, College of Agriculture. Tom Fulk was elected as the first President, Ned Revie as Vice President, Adrian DeVriend as Secretary and Frank Fixmer, Treasurer.

1st Annual Members Meeting – September 24, 1976 – Rhinelander, WI.

Following a luncheon, 21 members participated in the Association's first annual business meeting. Roger Draynd gave a talk on how many places all over Wisconsin were named after early-day loggers and lumbermen. Treasurer Fixmer presented a financial report for the previous six months which showed revenues of $890.00, disbursements of $298.92 and a balance at hand of $591.08. His membership report stated that these were 75 individual members, and 21 corporate members. Dues were $5.00 and $25.00 respectively. Potential Association activities and projects were discussed at length. One suggestion by Roger Draynd, was approved. This created a Distinguished Service Award for "outstanding contributions to preserving or promoting the forest history of the state." These awards continue to this day.

2nd Annual Meeting – September 24, 1977 – University of Wisconsin, Stevens Point, WI.

With a theme of "Where Are We In Wisconsin Forestry Today," papers were delivered on the current status of federal, state and county forests, school forests, industrial forests and small private non-industrial forests. Those were followed by a presentation by Jacque Vallier on log stamping hammers and log marks. The First Distinguished Service Awards were made to L.G. Sorden for his accomplishments in the promoting of rural zoning ordinances and land use policies, and to M/M Jacque Vallier for their Menominee Logging Camp Museum near Keshena. The past year saw the appearance of Vol 1 – #1 of "Chips & Sawdust," a two page newsletter that Editor Fixmer promised to be, "by members, for members and about members" but also offering items of forest history, both past and contemporary. The Association became a financial partner with the U. S. Forest Service in the publishing of Ken Elliott's "History of The Nicolet National Forest." The resignation of President Tom Fulk was announced, due to his transfer to U.S. Forest Service regional office in San Francisco, CA.

3rd Annual Meeting – September 9, 1978 – University of Wisconsin, Madison, WI.

Noted historians and authors among the membership of the Association presented these papers: Malcolm Rosholt "Dietz at Cameron Dam"; George Corrigan "The Hemlock Bark Industry of Wisconsin"; James Kaysen "Logging Railroads in Wisconsin"; "Logging History of North Eastern Wisconsin" by Mrs. Mary Roddis Connor; and "Rafting Logs Across Lake Superior" by Ralph Swanson. The 1978 recipients of Distinguished Service Awards were Mrs. Mary Roddis Connor for her superlative Camp Five Logging Museum and George Corrigan for his services to the timber industry and authorship of "Caulked Boots and Cant Hooks". The treasurer's report indicated cash assets of $6,208.00 and membership status of 194, including 32 corporate members.

4th Annual Meeting – September 28-29, 1979 – Wausau High School Forest, Wausau, WI.

This was F.H.A.W.'s first two-day meeting and began with a self-guided tour of the school forest and surrounding area which provide a number of examples of the multiple uses made under various public and private forest ownerships. Among the several papers presented was one by John McGovern of the U.S. Forest Products Laboratory, Madison, on "A History of The Wisconsin Paper Industry," most appropriate, since three paper mills operate within 10 miles of the site of this meeting. Distinguished Service Awards were made to Walter Scott, retired DNR biologist, game manager and historian, Madison, and to Trees-For-Tomorrow, Eagle River, for its pioneering natural resource education program. A student scholarship award project was also initiated during the year and the completion of a comprehensive bibliography of forest history literature was funded and begun.

5th Annual Meeting – September 27, 1980 – Chippewa Valley Museum, Eau Claire, WI.

President John Saemann's annual report noted these accomplishments over the past year: publishing of the Association's first member directory, and "Bibliography of Wisconsin Forest History"; two student scholarship awards of $200.00 each were made. Distinguished Service Awards were presented to the Rhinelander Logger Museum and to Secretary-Treasurer Frank Fixmer. An innovative feature of the meeting was a performance by the Voyageurs singing group from Northland College, Ashland. In appropriate costumes of the times, they sang songs of the pioneer fur traders and lumberjacks of the 18th and 19th centuries.

6th Annual Meeting – September 11, 1981 – Green Bay, WI.

This meeting was held in conjunction with the 35th annual Logging Congress of the Wisconsin-Michigan Timber Producers Association. In order for FHAW members to view the numerous exhibits and demonstrations at the Logging Congress, the meeting program was shortened to just two papers: Gordon Connor's "Logging Methods During the River and Railroad Era and Today's Gasoline Era", and Sanford Fowler's "History of Logging on the Menominee Indian Reservation." President Mary Roddis Connor announced the initiation of a capital fund campaign to assure the Association's future financial viability. She presented Distinguished Service Awards to the Peshtigo Historical Society for its Peshtigo Fire Museum and to Eldon Marple of Hayward, historian and author. Secretary Fixmer's membership report indicated there were now 270 members (this proved eventually to be the peak in the Association's 20-year history).

7th Annual Meeting – August 27-28, 1982 – Trees-For-Tomorrow Center, Eagle River, WI.

Major projects of the past year were reported by President Mary Connor to be the establishment of the Association's repository for its archives and reference

library at the Area Research Center at University of Wisconsin – Stevens Point and the formation of the Wisconsin Forestry Hall of Fame as the result of promotional efforts by three Association members: Bill Sylvester, Frank Fixmer and Dean Dan Trainer of University of Wisconsin – Stevens Point. Distinguished Service Awards were presented to Fred G. Wilson, Malcolm Rosholt and the Paul Bunyan Logging Camp Museum at Eau Claire. Another publishing effort by the Association was Educational Leaflet No. 1, "Chronology of 'Firsts' in Wisconsin Forest History," compiled by Secretary Fixmer.

8th Annual Meeting – September 16-17, 1983 – Institute of Paper Chemistry, Appleton, WI.

Papers of special interest at this meeting were "A History of Log Transportation In Wisconsin" by William Rector, professor at University of Wisconsin – Platteville, and "The Last Logging Railroad Operation in Wisconsin" by Attorney and Historian Robert Rusch of Rib Lake. Distinguished Service Awards went to M.N. "Mully" Taylor, Eagle River, Dunn County Historical Society for its "Empire in Pine Lumber Museum" and posthumously to Ken Elliott of Eagle River.

9th Annual Meeting – September 28-29, 1984 – Northland College, Ashland, WI.

Highlights of this session were the "History of Drummond: A Rust-Owens Lumber Company Town," the hospitality hour hosted by Northland College President, Malcolm Mchean, and the tour of the Drummond Museum en route to the Johnson Timber Company's satellite wood chip plant and the Louisiana-Pacific's wafer board mill in Hayward. F.H.A.W. president Arlan Wooden, in his annual report, expressed the sorrow of all Association members over the deaths of Howard Peddle and "Mully" Taylor during the past year. Secretary Fixmer was the presenter for the induction of F.G. Wilson into the Wisconsin Forestry Hall of Fame, the establishment of which was conceived and fostered by several F.H.A.W. members.

10th Annual Meeting – September 27-28, 1985 – Treehaven, Tomahawk, WI.

This meeting marked a full decade of the Association's existence and appropriately, started with Jaque Vallier's up-beat paper on "Our First Ten Years." Ceremonies were held inducting Fred B. Trenk, C. B. Scott and "Mully" Taylor into the select group comprising the Wisconsin Forestry Hall of Fame. Distinguished Service Awards were made to Gordon Sorenson of Drummond and to the Wisconsin Newspaper Association

11th Annual Meeting – October 3-4, 1986 – Treehaven, Tomahawk, WI.

Distinguished by being held at the same site for the second successive year because of its outstanding facilities and cuisine. A major accomplishment this past year was F.H.A.W.'s participation in the celebration of the 75th Anniversary of the State Forestry Program. This consisted of a special exhibit on reforestation and fire

control progress during those 75 years and was displayed at the Marathon County Historical Museum for several months.

12th Annual Meeting – September 11-12, 1987 – Chippewa Valley Museum, Eau Claire, WI.

This was a return visit to the site of the 5th Annual Meeting and provided participants the chance to learn more about "Lumbering in The Chippewa Valley." There were tours of the Paul Bunyan Logging Camp Museum, as well as the "Empire in Pine" Lumber Museum in nearby Downsville. Dr. Randall Rohe, then editor of the "Proceedings", and the Marinette County Logging Museum became recipients of the Distinguished Service Awards.

13th Annual Meeting – September 30 - October 1, 1988 – Shawano, WI.

This meeting continued the practice of having a basic theme around which papers would center, on this occasion, it was "The Wolf River's Forest Heritage." Five papers gave new insights into pioneer logging and lumbering along the Wolf River, from its source at Pine Lake in Forest County to Oshkosh on Lake Winnebago. Our Distinguished Service Awards went to W.G. "Wally" Youngquist of Madison and the Marathon County Historical Museum. For the first time, an auction was held as part of the program, and proved to be a most successful one financially due to the generosity of numerous donors of artifacts and memorabilia.

14th Annual Meeting – October 6-7, 1989 – Marinette, WI.

With the theme of "The Marinette County Pinery and Its Transformation", seven papers provided new insights into the changes that took place in the forests of Northeastern Wisconsin during the past century. Distinguished Service Awards were presented to Walt Goldsworthy and to the Three Lakes Historical Museum. The general membership voted approval of the use of The Association's Capitol Fund for the badly needed replacement of its copy machine and for the acquisition of a 6-panel exhibit display board.

15th Annual Meeting – October 5-6, 1990 – University of Wisconsin, Stevens Point, WI.

The focus of this meeting was a distinct departure from previous sessions that had been centered around early day logging and lumbering. The theme was "Educating The Public in Forestry Through 75 Years". Eight speakers from academia and the Department of Natural Resources covered all aspects of that subject. Distinguished Service Awards were presented to Jay H. Cravens of Milwaukee and the Wabeno Logging Museum at a usual after-dinner ceremony, followed by an enlightening and highly entertaining skit by "The Surly Surveyor," a reenactment of the State's first survey. F.H.A.W. was again the host for two Wisconsin Forestry Hall of Fame inductions: George Corrigan, co-founder of F.H.A.W., and Folke Becker, Co-

founder of Trees-for-Tomorrow, both were posthumous awards.

16th Annual Meeting – October 5-6, 1991 – Medford, WI.

The progressive changes in methods of transporting timber from forest to mills were described by seven speakers at this meeting with the theme of "Forest Products Transportation By River, Rail and Road". The Association made donations toward two notable examples of its role in helping to preserve forest history: the "Landmark Pines" wayside project undertaken by Trees-for-Tomorrow and the reconstruction of the Round Lake Logging Dam by co-sponsors U.S. Forest Service and the Price County Historical Society. Distinguished Service Awards were awarded to Milton E. Reinke, former Chief State Forester, and the Price County Historical Society.

17th Annual Meeting – October 10-11, 1992 – Trees-For-Tomorrow, Eagle River, WI.

A variety of topics covered by eight speakers revolved around the central theme of the logging history and stewardship of forest areas bordering both sides of the Wisconsin and Upper Michigan boundary. Treasurer Fixmer reported that the capital fund account now was over $30,000 and that when the goal of $50,000 is reached perhaps there would not be any need for further dues increases. President Sohasky made special note of the fact that we are again hosting on this occasion the induction into the Wisconsin Forestry Hall of Fame "one of our own," William A. Sylvester, Stevens Point, and deceased C.N. Harrington, former DNR (WCD) director of state forests and parks. The Association awarded Distinguished Service plaques to James P. Kaysen, Cedarburg, and the Wisconsin C.C.C. Museum in Rhinelander.

18th Annual Meeting – September 25-26, 1993 – Antigo, WI.

A "First" in F.H.A.W.'s theme approaches to exploring the state's forest heritage was this year's program, a particularly innovative one centering as it did on forest history as revealed by archaeology. Eight speakers on the first day were followed by a field trip the second day to three archaeological "digs" within the Nicolet National Forest which have the remains of logging camps that operated 80 to 130 years ago. President Sohasky announced that F.H.A.W. was to be awarded the State Historical Society's annual Certificate of Commendation for having held annual members meeting, and having published its "Proceedings" of those meetings, for 15 consecutive years. Distinguished Service Awards were presented to the Merrill Historical Society and Museum and to Larry Easton of Neenah.

19th Annual Meeting – September 30-October 1, 1994 – Marshfield, WI.

The lives and accomplishments of five prominent lumberman in Central Wisconsin during the late 19th and early 20th century were detailed and provided the basis for many recollections and lively discussions among a number of the

meeting's attendees. President Harm noted that the Association's traveling exhibit had been displayed at the Phillips Fire Centennial with a photo history of that disaster and the development of the state's fire prevention and control program. Distinguished Service Awards were presented to historian Carl Krog, Marinette,and the Drummond Historical Society and Museum. By special action of the Board of Directors, and approved by the general membership, the new position of "director-emeritus" was created and conferred upon Jacque D. Vallier, Mequon, WI

20th Annual Meeting – September 9-10, 1995 – Plover, WI.

Obviously there is no need for me to summarize this meeting. Let me add that no review of our first 20 years would be complete without mentioning the Association's Board of Directors and it officers and their contributions to the accomplishments of F.H.A.W. over the years. The nine member Board meets four times annually without compensation, not even travel costs. Their dedication to meeting the goals of the Association is demonstrated by the many hours each devotes to carrying out various assignments involved in projects/programs conducted from time to time. All have contributed to making the Association a viable entity whose existence has become increasingly familiar to the general public throughout the state.

It is sad to note the passing of so many of our charter members, and those others who also contributed so much to the progress of F.H.A.W. The all-too-lengthy list includes many who were leaders in their respective fields which were not even faintly related to forest history, but who were dedicated to its preservation nevertheless. Who can forget such personalities as F.G. Wilson, L.G. Sorden, R.C. "Doc" Brown, Howard Peddle, George Corrigan, "Mully" Taylor, Eldon Marple, Jim Kaysen, Walter Scott, Ken Elliott and Malcom Rosholt, to mention just a handful of those who became historians, researchers and authors, and left a legacy of published works which are a part of the state's history of social and economic development.

In closing this account of our first two decades of operations, let's recall a phrase, author unknown, that proclaims "The Past Is But Prelude to The Future." We have accomplished much with a relatively small membership for a state-wide organization, and with limited financial support. Nevertheless, we can outshine the achievements of the past with a renewed enthusiasm for making the public ever more aware of F.H.A.W. as an educational institution of significance in preserving the state's forest-related legacy. When we celebrate our Silver Anniversary five years hence, in the year 2000, hopefully we will be able to point with pride to even greater achievements in the period between now and then.

Five Year Objectives
1995-2000

Cataloging of reference library at Area Research Center.

Expansion of Traveling Exhibit Themes, to include "School Forests."

Publishing of revisions of Educational Leaflet #1 "Firsts in Wisconsin Forestry History."

Reaching goal of a general capital fund of $50,000.00 for increased investment income.

Reaching goal of 300 members.



Exhibit, Chippewa County Historical Center, Chippewa Falls. (Randall Rohe)

Citation for Distinguished Service Award – 1995
Chippewa County Historical Society

The Chippewa County Historical Society was organized in 1969 to collect and preserve the records and artifacts relating to the history of Chippewa County. Much of that history centered around the lumber industry and the society has made several notable efforts to preserve the area's lumbering history. In 1973 the society purchased the Cook-Rutledge Mansion, which was built in 1873 by James Monroe Bingham. Edward Rutledge, of the Chippewa Lumber and Boom Company, purchased the house in 1887 and extensively remodeled it. Now on the National Register of Historic Places, the Cook-Rutledge Mansion is considered a fine example of lumber baron architecture. In 1990, the Chippewa County Historical Society began developing the former Notre Dame Convent in Chippewa Falls as a museum – area history center. Its extensive library includes the records of the French Lumber Company and the Chippewa Lumber and Boom Company. One of its exhibit rooms is devoted entirely to the history of lumbering along the Chippewa River. Besides historical photos of logging and lumbering and artifacts, like stamp hammers, cant hooks, axes, and crosscut saws, this room contains models of a steam log hauler, wanigan, logging sled, and sprinkler. To recognize its past efforts to preserve Chippewa County's forest history and to encourage its continued efforts, we are happy to present this plaque to Robert Barnier, President of the Chippewa County Historical Society.



Citation for Distinguished Service Award – 1995
Karl Baumann

Beginning in 1941, Karl Baumann worked as a forester and pulpwood buyer for the Badger Paper Mills, Inc. Except for his service in the Coast Guard during World War II and his attendance at the school of Forestry at UW - Madison, Karl worked for Badger Paper until his retirement in 1986. During his tenure with Badger Paper Mills, he directed the planting of nearly 500,000 spruce and Norway pines and successfully experimented with tree planting on paper mill sludge. He represented Badger Paper as a director (from 1967 to 1986) and as president (from 1975-1976) of the Michigan-Wisconsin Timber Producers Association. That organization recognized Karl in 1983 with its merit award for outstanding service to the timber industry in the Lakes States.

Karl's interest in local history led him to become an active member of the Peshtigo and Marinette County Historical Societies. When Peshtigo celebrated the 100th anniversary of the Peshtigo Fire, for example, Karl served as vice chairman of the Fire Centennial Committee. In 1976 Karl became a charter member of the Forest History Association of Wisconsin and in 1983 became a life member. He has served our organization in many ways. He was chairman of the membership committee 1978-1982, president 1988-1990, and member of the board of directors 1986-1995. Further, he served as auctioneer for our annual auction for several years and manned our travelling exhibit at a number of different meetings. He probably has "encouraged" more people to join FHAW than any other member. For his dedication and untiring efforts on behalf of the Forest History Association of Wisconsin, we take great pleasure in presenting this plaque to Karl Baumann.



Minutes of
Annual Business Meeting of Members
September 9, 1995

The meeting was called to order by President Harm at 3:05 p.m. with approximately 40 members and guests present.

The minutes of the annual business meeting of September 30, 1994 were read by Secretary Fixmer. On proper motion and second, approval was voiced to accept them without amendment, and as published in the 1994 "Proceedings".

Treasurer Fixmer then gave his financial and membership status report. Both showed healthy increases. An operating gain of $391.00 and capital fund additions of $1,697.00 have increased our total cash assets to $38,000.00. The goal of $50,000.00 is still the objective, he said, and reaching it eventually will serve to negate the need for any increases in membership dues as operating expenses continue to climb with even small inflationary pressures. There was a net gain of 12 new members , with total membership again up to the 250 of some years ago. The detailed financial report will be published as usual in the forthcoming "Proceedings". On proper motion and second, the secretary-treasurer's report was approved as presented.

The nominating committee's slate of nominees for two-year directorships were Don Lambrecht, Randall Rohe and Frank Fixmer to succeed themselves and Mike Weckwerth to succeed Forest Stearns. There being no further nominations from the floor, a motion was made, seconded and approved for the Secretary to cast a unanimous ballot for the above named.

A formal motion and second to approve the actions of the Board of Directors and officers during the past fiscal year was also approved.

In observance of the Association's 20th anniversary as a formal educational organization, Secretary Fixmer then reviewed those twenty years with highlights of each year's activities and accomplishments. At the conclusion of this presentation, a motion was made by Director Sohasky expressing the appreciation of the general membership for Fixmer's 20 years as treasurer and 18 years as secretary. On appropriate second, the motion was unanimously approved.

President Harm adjourned the meeting at 4:10 p.m. in order to proceed with the scheduled auction. In accordance with the By-Laws, the election of officers by the Board of Directors will be held at an adjourned meeting at a later date.

Frank N. Fixmer
Secretary

Annual Report of Secretary-Treasurer

Suffice it to say that our "bottom line" was on the plus side for the second year in a row – we do have our ups and downs! – with an operating gain of slightly under $400.00. Capital fund additions of almost $1,700.00 helped to bring our total cash assets to over $38,000.00. Nine (9) percent of that is in the "unrestricted funds" category, which has been accumulating as a reserve from the operating gains of prior years. The other 91% is in the "restricted" class, meaning that only the investment income from those funds can be used for operating expenses. The $1,760.00 so derived this past fiscal year went a long way toward meeting operating costs, and we look forward to an even greater return in this current year. As always, a copy of the detailed financial report is available on request and will also be a part of the published "Proceedings" of this meeting.

Good news also applies to my membership report. Although we lost 12 members, for a variety of reasons, we enrolled 24 new members, largely due to the several directors of our Board who staffed our traveling exhibit to the Logging Congress in Green Bay in September, 1994. That gave us a net gain of 12 members, the most in many years, and increased our total membership in all categories to approximately 250.

With the help of you members-at-large in approaching prospects on a one-on-one basis, we can improve on that success with another healthy increase this year. As an example of potential opportunities, a good start was made in the first month of this fiscal year with the enrollment of three new non-profit organizations: Three Lakes Historical Society, Merrill Historical Society and the NE chapter of the Wisconsin Society of American Foresters. Members of our Association, who are also members of these organizations, were the key promoters.

That concludes my 20th annual report as treasurer of F.H.A.W. and the 18th as secretary. I am now more than ready – actually, eager, to greet my successor whenever he or she steps forward and volunteers to assume the duties of either, or both, of those offices. I hope that day comes soon, because it would be a most difficult transition if I were suddenly no longer around to hand over the accumulation of records, files and experience during the past 20 years. Think about that and try to help the Board of Directors to cope with that potential dilemma.

Frank N. Fixmer
Secretary-Treasurer

Forest History Association of Wisconsin
Operating Statement 7-1-94 thru 6-30-95

RECEIPTS			
Membership Dues			$3,400.00
Sales -	Publication & Auction	833.00	
	Miscellaneous	29.00	
			862.00
Annual Meeting			861.00
Donations -	Unrestricted		370.00
Investment Income			760.00
	TOTAL OPERATING RECEIPTS		$7,253.00
DISBURSEMENTS			
Postage, permits, labels			$ 764.00
Stationery and office supplies			344.00
Publishing			2,612.00
Membership Promotion/Retention			96.00
Annual Members Meeting			973.00
Student Scholarship Award			300.00
Distinguished Service Awards			189.00
Donations			149.00
Exhibit Materials			288.00
Administration			860.00
Miscellaneous			262.00
	TOTAL OPERATING COSTS		$6,837.00
NET OPERATING GAIN or (LOSS)			$ 416.00

Back Issues of Proceedings

(Prices Indicated Are Postpaid)

- **3rd Annual Proceedings** - 1978 - $3.00
  "Tanneries and the Hemlock Bark Industry"; "Railroad Logging in Wisconsin"
  "Pulpwood Rafting on Lake Superior"
- **4th Annual Proceedings** - 1979 - $3.00
  "The Northern Wisconsin Settler Relocation Project"; "The Development of the Wisconsin Paper Industry"
  "The Menominee River Boom Company"
- **6th Annual Proceedings** - 1981 - $3.00
  "History of Logging on the Menominee Indian Reservation"; "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982 - $4.00
  "The Apostle Islands and the Lumbering Frontier"; "History of Logging in Vilas County, WI"
- **8th Annual Proceedings** - 1983 - $4.00
  "History of Log Transportation in Wisconsin"; "The Last Logging Railroad Operation in Wisconsin"
  "The Civilian Conservation Corps"
- **9th Annual Proceedings** - 1984 - $4.00
  "Footprints in the Forest - What the Loggers Left Behind"; "Drummond, WI - Rust-Owens Company Town"
- **10th Annual Proceedings** - 1985 - $5.00
  "Use of Navigable Waters for Log Driving and Lumber Rafting"; "Life and Death of a Lumber Town"
  "History of Forest Fire Protection in Wisconsin"
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