

Volume 41

Number 2 & 3



A quarterly newsletter from the

**Forest History
Association of Wisconsin, Inc.**

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Chips and Sawdust

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From The President's Chair



Dear friends,

Too much time has passed since my last opportunity to write. I apologize for that, but the days have been full, causing first the weeks and then the months to fly by since our 41st FHAW Annual Meeting.

The annual meeting at Burlington wasn't as well attended as I had hoped, but it still proved to be an informative and enjoyable event just the same. Contributing to that success were our hosts at the SENO K/RLT facility and speakers. I thank them all for sharing their resources, time and talents with our association. Among the pages of this newsletter are photographs and story documenting our days in the Burlington/Waterford area.

As part of the membership meeting at Burlington elections were held for four Board of Director positions. Two board members, Sara Connor and Bob Brisson, chose not to seek reelection. Their contributions to the association were recognized at the meeting, and again, on behalf of all the members I express my thanks to Sara and Bob for their years of dedicated service to our association.

Elected to serve as directors for a three-year term ending in 2019, were incumbent Mike Sohasky, and Dan Giese and Arno Helm. James Romlein, who had been elected by the board to fill a vacancy last year, was also elected by the members to complete the balance of that three-year term ending in 2018.

Discussing plans for future FHAW annual meetings, Ed Forrester, 2017 local arrangements coordinator announced the date of the 42nd FHAW Annual Meeting to be held at Menomonie, Wisconsin as September 14 - 16. Preliminary plans were shared including possible sites/visits to Russell J. Rassbach Heritage Museum and Wilson Place Mansion, the one-time home of the Wilson, Stout and LaPointe families.

Very preliminary mention was made of the 2018 FHAW Annual Meeting planned for the Wisconsin Rapids area. Arno Helm and John Berg will serve as local arrangements coordinators for that meeting.

The board meeting held in Marshfield later last fall saw officers elected for the 2016 - 2017 Board of Directors as follows: President, Don Schnitzler; Vice-president, Mike Sohasky; Treasurer, Bob Walkner; and Secretary, Bridget Obrien.

As you probably noticed the success of our association depends on members stepping up to volunteer for positions such as board members, officers, or committee chairs. There are many opportunities, and many needs. If you'd like to become more involved in the activities of the FHAW please reach out to one the board members. It is important to all of us that the responsibilities and fun are shared!

That's about it for now. Once this newsletter is completed, it's back to work on the Proceedings for both 2015 and 2016. They are both in the works and not forgotten. I'm looking forward to the upcoming 42nd FHAW Annual Meeting at Menomonie. More details will be shared in our next newsletters. Again, I hope to see you there!

Best regards,

-- Don "Schnitz" Schnitzler

Forest History Association of Wisconsin Traveling Exhibit

Do you have an event suitable for sharing our Wisconsin Forests' history? The FHAW traveling exhibit is available to members for displaying at community events and locations.

The nine panel exhibit tells the story of Wisconsin's industrial heritage in the woods. The first four panels -- Historical Logging in Wisconsin; In "Terms" of Logging; At the Camps; and In the Forest -- introduce the terms "cant hook" and "road monkey" as well as mythical creatures of Paul Bunyan lore, such as the "Goofus Bird" and "Gillygaloo."

The second set of panels -- The Mills, On the Waterways; As the Wood Floats -- outline the transportation of wood to the mill along with the heartiness required of those guiding the logs to their processing destination. The joys and dangers of the lumberjack's life are featured along with a sense of the growing ability of mill technology to satisfy the ever growing demand for wood products. Panel eight -- From "Cutover" to Sustained



Yield Forestry -- explores the forest product industries and the plan for continued use. Panel nine -- Wisconsin's World War II Wartime Wood Products -- celebrates Wisconsin lumber's role in wartime efforts.

To reserve the panels for your upcoming event, contact Don Schnitzler at thefhaw@gmail.com or by phone at 715-383-9775.

Saving a Piece of Forest History

Jim Schuh, Vice-President of the Chippewa County Historical Society reports, that the society with the outstanding cooperation of Xcel Energy have moved a boom log into storage to preserve it. The log had been exposed to weather in a city park and was beginning to deteriorate due to moisture.

This boom log had been submerged for over 100 years, and was discovered about 8 years ago, when work was being done near the dam on the Chippewa River. It was at the site of the Chippewa Lumber and Boom mill; this mill was known as the "Big Mill" as it was the largest mill in the state.

The "Big Mill" and its owners opposed the Weyerhaeuser interests for years until the company became unprofitable. After some lengthy negotiation, the Weyerhaeuser interests bought the mill and operated it profitably.

The boom log is approximately 42 feet long and the butt end shows that it was chopped down, this indicates that it was cut prior to the invention of the cutter for saws in about 1869.

The long-term plan is to preserve the log, and eventually place it in a protected part of the new Chippewa County Historical Society Museum when it is built.

Congratulations go to the ambitious folks at the Chippewa County Historical Society and to Xcel Energy for their excellent work saving our forest history!



Excel Energy equipment loading the boom log onto a semitrailer. Note that the diameter of this log extends from the man's knees to his neck! Jim Schuh photograph.

Welcome New Members!

The FHAW would like to welcome the following new Members to our Association.

Tom Halbur
Milwaukee, Wisconsin

Charles Higgs
Fort Collins, Colorado

Timothy Micke
Aniwa, Wisconsin

Bill Briska
Elgin, Illinois

Jerry Apps
Madison, Wisconsin

Mike Silber
Three Lakes, Wisconsin

The "Inexhaustible Forest" Myth

By: Ed Forrester

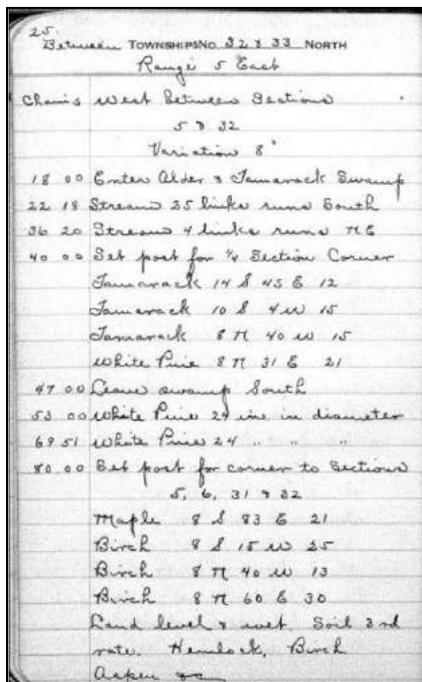
By education, and by cultural assimilation, individuals growing up in northern Wisconsin are imbued with the idea that the white pine forests of the 1800's were viewed as "inexhaustible" by the citizenry, the politicians and the lumbering community. This viewpoint is then extrapolated to become a rationalization that none of these parties could have anticipated the loss of the white pine forest in a mere 60 years.

The purpose of this paper is to challenge those beliefs, and to suggest that all levels of society knew, or should have known that the white pine forests of Wisconsin were not inexhaustible. Perhaps the earliest mill owners and citizens can be excused because the relatively few, crude sawmills of the 1840's were making small inroads into the white pine forest. However, about the time of the Civil War the U.S. became involved in a swirl of demographic, social, economic and technological changes, all of which greatly increased the cutting of the white pine forest. As these changes and their impacts became clear, it should also have become obvious to all that the forests of Wisconsin were not inexhaustible.

The first point to consider, is the requirement of the Northwest Ordinance, that all lands in the public domain of Wisconsin be surveyed before they could be transferred to private ownership. These Government Land Office surveys, the survey notes and the maps contained basic information on where the white pine existed, the sizes of the trees, and where the rivers were in proximity to the white pine. In short, the area of white pine forests as well as it's accessibility was a known in at least general terms. So right from the beginning the white pine forest was known to be finite, not infinite.

As harvesting of the forest significantly increased through the 1850's there was a growing awareness of the potential of overharvesting of the forest. Indeed, by the mid 1860's enough concern had been raised for the Wisconsin Legislature in an Act on March 23, 1867 to commission a study led by I.A. Lapham. This commission issued a formal report. Some observations from page 30 of that report include;

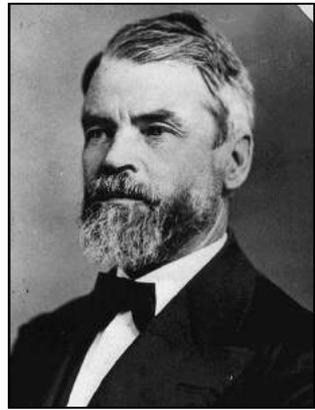
"Suppose there are now left 7,500 square miles in each of these states, which will give 19,200 trees each, or thirty trees to the acre, yielding 24,000 feet of lumber" ... "If there was no increase in



Exterior field notes, survey dated August 1851, by J.M. Marsh for Taylor County, Township 33 North, Range 5 East, Section 36.

the cutting, but just 2,000,000 (trees) were cut each year, then the forest would last 144 years. But the increased demand of about 160,000 trees is such that the annual cutting is doubled in less than 13 years, and therefore the whole amount must be cut in fifty years" ... "When that time comes the famine of lumber is on us" ... ¹

This report coming a full quarter century before the peak harvesting years in the 1890's might have been a strong reminder that the forest was not only exhaustible, but that the exhaustion of it could be done in the near term. By the commission's crude calculations, the white pine would be exhausted in 1917, that is an amazingly good prediction of what occurred. This officially published state report was not acted upon by the citizens, the industry or the lawmakers.



Increase A. Lapham
1811—1875

However, the idea that the white pine forest was finite, and could be totally consumed continued to live on within the state. In reviewing the records of that era articles on the diminishing white pine resource are found in both newspapers and lumber industry trade magazines. First, an 1874 article, titled *The Approaching Timber Famine*, which was reprinted in *The Wisconsin Lumberman* states; "We have repeatedly spoken of the swiftly approaching scarcity of timber, growing out of its increasing legitimate uses and its reckless waste"... "However hackneyed the topic may have become, no one can dispute the fact that in the not very distant future it will become the great economical question of the day."²

In another 1874 article from the *Wisconsin Lumberman* titled *The Timber Supply Question* a Mr. Little states, "...it would take just ten years to use up every stick and description of pine, white or yellow available for our use on the continent of America."³ Clearly Mr. Little did underestimate the volumes of pine a bit, it is also possible that increased utilization of the smaller diameter trees played a role in his under estimate. However, his point that the forest resource had limits and that these limits would be reached remained valid.

If we move from the trade publications to the popular press, there also exist reminders that the forests of Wisconsin were not inexhaustible. In 1878 the *Chippewa Herald Newspaper* quotes the *Commercial Advertiser* as stating, "The rapidity with which our timber is disappearing is alarming."⁴ Then in 1887 that paper quotes the legendary lumber era figure, Henry C. Putnam, in an address to a forestry association as saying, "In ten years the forests of the country will be completely stripped."⁵

It is important to note that at the time Mr. Putnam declared the end of the white pine forest by 1898 there was approximately 25 billion board feet of lumber still standing in Wisconsin's forests. Change was still possible, but it did not come.

From the sample of publicly available communications noted above, it is logical to believe that the idea that the Wisconsin white pine forest was inexhaustible was known to be fiction as early as the 1860's. The question of why this knowledge did not spur action is a story for another time.

Endnotes:

- 1) I.A. Lapham, J.G. Knapp And H. Crocker; Report Of The Disastrous Effects Of The Destruction Of The Forest Trees Now Going On So Rapidly In The State Of Wisconsin. 1867, Atwood & Rublee State Printers. (Reprinted in 1967 by the State Historical Society of WI.) p 30
- 2) Wisconsin Lumberman, The Approaching Timber Famine, 1874, p 314-315.
- 3) Wisconsin Lumberman, The Timber Supply Question, August 1874, p 491-493.
- 4) Chippewa Herald Newspaper, Jan 25, 1878. (copy found the 1878 clippings file of the Chippewa County Historical Society and the Chippewa County Genealogical Society.)
- 5) Chippewa Herald Newspaper, Sept. 23, 1887. (copy found the 1887 clippings file of the Chippewa County Historical Society and the Chippewa County Genealogical Society.)

**Wisconsin Public Land Survey
Records: Original Field Notes and
Plat Maps**

[http://digioll.library.wisc.edu/
SurveyNotes/](http://digioll.library.wisc.edu/SurveyNotes/)

The field notes and plat maps of the public land survey of Wisconsin are a valuable resource for original land survey information, as well as for understanding Wisconsin's landscape history. The survey of Wisconsin was conducted between 1832 and 1866 by the federal General Land Office. This work established the township, range and section grid; the pattern upon which land ownership and land use is based. The survey records were transferred to the Wisconsin Board of Commissioners of Public Lands (BCPL) after the original survey was completed. Since that time, these records have been available for consultation at the BCPL's office in Madison, as hand-transcriptions, and more recently on microfilm. Now, they are being made available via the internet as electronic images.

Land Survey Information

Introduction

The land area that is now known as the State of Wisconsin was surveyed by the federal government between 1833 and 1866. The survey was done in order to divide the vast public domain into salable-sized lots

that could be sold, or otherwise divested, to raise funds for the federal government and to encourage settlement. The work was done using the Public Land Survey System (PLSS), which divides land into six-mile square townships and one-mile square sections. This system was used in surveying the public domain lands of the United States beginning in eastern Ohio in 1785. The survey work was done by the General Land Office (GLO), an agency of the Treasury Department until 1849 and thereafter a part of the Interior Department. In 1946, the GLO was merged with the Grazing Service to create the modern Bureau of Land Management (BLM), which continues to have responsibility for the Public Land Survey on public domain lands. The original surveys are often referred to as the Public Land Survey or the General Land Office Survey.

Field Notes

The work of the public land surveys was recorded in small notebooks that became the official record of the surveys. Collectively these are known as the field notes. Within an individual township notebook, there is a predictable progression of entries. Most field notebooks include the following basic entries.

Title Page

This page includes the legal de-

scription of the township being surveyed, name of the Deputy Surveyor and the dates that the work was done. Sometimes the survey crew is also listed here, and occasionally on the next page.

Sketch Map

This map was drawn in the field as part of the fieldwork.

Section Line Notes

These are the details of the work done as the surveyors ran the individual section lines. Along the left side of each page are the measured distances in chains and links. The basic entries are for the section corner and quarter-section corner. For each of these points the entry will also list the species and diameter of the bearing trees as well as the direction and distance to those trees. Other entries along the section line will include a variety of items noted by the surveyor. These include entering or leaving fields, swamps, timber or other major landscape or other vegetation types, crossing streams, or intersecting trees directly on the survey line. At the end of each section line, the surveyor wrote a brief description of the mile of line just traversed. This description included the surface of the land, the quality of the soil, the tree species along the line in order of dominance, and the undergrowth.

Meander Notes

Whenever the surveyors encountered a lake or river of significant size along the section lines, they were to set a post at the shoreline. Once these meander posts were set on all the section lines that intersected the lake or river, the shoreline was surveyed by connecting the meander corners by tangential lines.

General Description

At the end of township's survey, the surveyors wrote a general de-

scription of what they had observed during the survey of the township.

Affidavit

The last portion of each township is an affidavit or certificate by which the surveyor swears to have done his work properly and in compliance with the terms of his contract.

Site Use Information

The Wisconsin Public Land Survey Records website provides access to scanned images of the original General Land Office survey field notes and plat maps. All of this material is based on the township, range and section descriptions of the Public Land Survey System (PLSS). To effectively use this material, you will need to know this description for the property you are researching. This legal description can be derived from topographic maps, land ownership maps, deeds and or property tax bills among other sources.

Search methods

The site provides for two basic searches. A search on known township and range numbers will provide results that include all of the field notes and plat maps associated with that township. Entering a section number can further refine this search. This more detailed search will only provide the field notes and plat maps for that section. An interactive map of all of the counties in the state can also be used for searching. Clicking on a county will bring up a map of that county and the townships. Clicking on a township will provide results that include all of the associated field notes and plat maps.

To search the Original Surveys and notes, visit" [http://
digicoll.library.wisc.edu/
SurveyNotes/](http://digicoll.library.wisc.edu/SurveyNotes/)

**Forest History Association
41st Annual Meeting
Waterford/Burlington, Wisconsin**



BJ Wentker's Fine Dining

The Forest History Association of Wisconsin (FHAW) met for its 41st Annual Meeting in the Waterford/Burlington area, August 18-20, 2016 with the Seno K/RLT Conservancy hosting Friday's activities. The meeting's theme was "Conservation, Land Preservation and Forest Management." It seemed appropriate considering Seno's dedication to sustainable forestry, natural resources education, conservation and land preservation.

The meeting began with a gathering Thursday evening at BJ Wentker's Historic Fine Dining, a century-old tavern and res-

taurant, situated on a triangular lot in the Hillside section of Burlington. Following an excellent dinner our keynote speaker, Dirk Hildebrandt, the Historic Farmer at Old World Wisconsin took the floor. Hildebrandt shared his experiences working and training oxen for use in logging, farming and historical reenactments. The conversation included a comparison of using oxen and horses for logging operations as well as a glimpse into some of the experiences available at Old World Wisconsin.



Dirk Hildebrandt

On Friday, the meeting continued with presentations at the Seno Conservancy Education Center, a renovated two-story barn fitted with rustic but convenient classroom and meeting spaces. **Nan Calvert**, the Director of Education for Seno welcomed FHAW members and provided an interesting history of the Kenosha-Racine Land Trust properties, followed by an enjoyable lecture,



SENO K/RLT Conservancy Education Center



Seno Conservancy Education Center Classroom



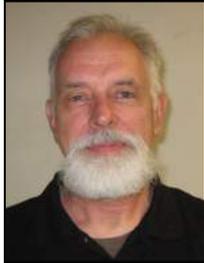
Nan Calvert sharing history of the Seno Racine Land Trust Conservancy

The Purpose Driven Landscape, The Woodland Plant Edition. **Ron Rasmussen**, president of the Seno K/RLT Conservancy Board of Directors, then discussed the Emerald ash borers' impact on local woodlots.



Ron Rasmussen

Following tours of the properties led by Nan Calvert and a Wisconsin-style picnic lunch, we gathered for afternoon talks. A few computer glitches challenged the presentations by association members, **Ed Forrester** and **John Berg**, but they rose to the occasion and provided interesting and informative lectures. Ed talking about the impact of *Southern Succession of 1861 on the Wisconsin Pinery* and John sharing stories covered in his new book, "The Lake Shore and Eastern Railroad, a Logging Railroad in North Central Wisconsin."



John Berg



Ed Forrester

The annual members' business meeting, auction, and social time rounded out the day's activities at the Seno Conservancy. Then we gathered for a relaxed evening of cock-

tails and Fish Fry at Docs on the Fox in Waterford.

Following Saturday morning's breakfast at the Baymont Inn the last conference presentation, *Wisconsin's Mormon Loggers*, was given by **Don Schnitzler**.

At the conclusion of that presentation many headed for home, but a few others were off to Old World Wisconsin. There they visited with Dirk Hildebrandt again, met the Old World Wisconsin oxen, Charlie and Pete, and were tested on their knowledge of farm animal wastes.



Don Schnitzler being tested by historic farmer, Dirk Hildebrandt. Good News! FHAW President Schnitzler, now knows his s___!



All and all,
it was good
annual meeting.

Old World Wisconsin Oxen, Charlie (left) and Pete (right)



FHAW Monthly Publication Woodchips

Are you receiving your monthly electronic FHAW Newsletter, Woodchips? This digital format newsletter has been delivered directly to member's e-mail addresses since the fall of 2013. Created as an electronic only monthly newsletter, Woodchips is not printed or delivered to homes by the postal service. This format enables the association to deliver FHAW news, upcoming events and selected articles related to our Wisconsin forests to members in both a timely and economic manner.

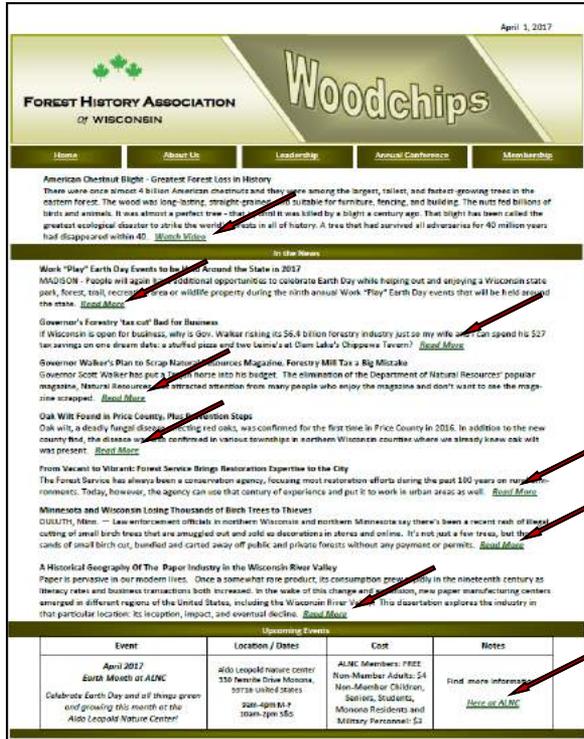
Hyperlinks embedded into Woodchips allow readers to enjoy featured video or audio

presentations as well full news articles or papers of interest with just a simple click of their mouse. The links appear at the end of an article (a news headline with one or two introductory sentences) typically as **Watch Video**, **Read More**, or **For More Information**.

To open the link, place your cursor over **Watch Video** or **Read More** and so on, and then left click on your mouse. That should open the link in a new webpage providing access to the specifically linked webpage.

With our next issue of Woodchips, we will start listing the full URL to each hyperlink on a second page. If needed, the URL can be copied and pasted into your web browser address bar (also known as location bar or URL bar).

If past issues of Woodchips were not delivered to your e-mail's inbox, chances are the FHAW does not have a current e-mail address in our records for you. If you would like to be added to our mailing list, please let the editor know by providing an email address to thefhaw@gmail.com. I will gladly add your name to the list.



April 2017 Issue of Woodchips. Hyperlinks shown in bold, italics and underlined are highlighted by arrows.

Northern Logging Superintendents

Over Seventy Meet in Green Bay at Call of President Hamar of Northern Hemlock and Hardwood Manufacturers' Association for Conference .

Green Bay, Wisconsin, December 6, (1913)

—The first general meeting of the logging superintendents of Wisconsin and Northern Michigan ever held, convened here today at Elks' Hall, with an attendance of more than 70. The meeting was the outcome of a brief discussion of logging methods and camp management, which took place at the quarterly meeting of the Northern Hemlock and Hardwood Manufacturers' Association at Eau Claire, Wisconsin, October 29. The necessities of the regular program prevented more than a few suggestions at that time, so President Hamar was authorized to call today's meeting of logging superintendents to be devoted entirely to logging problems.

Since this was the first loggers' meeting ever held in this territory, there was some difficulty in the preparation of a practical program, but a number of good papers were secured which opened up most instructive discussions and culminated in the appointment of committees to plan future work. The arrangements for the meeting were handled by President Hamar and Secretary Kellogg, the identity of interests making it unnecessary to form a separate organization of loggers as has been done in the South and West.

In his opening address President Hamar outlined in excellent fashion the changed conditions under which logging is now done compared with the early days, and gave some suggestions for handling camps based upon his own experience in the management of the operations of the Worcester Lumber Company in Upper Michigan. Mr. Hamar's address was as follows:

President Hamar's Address

It is with a great deal of pleasure that I am privileged to call to order this, the first logging congress ever held in this northern district. Logging, which is in reality the most important part of the lumbering business, is probably the least understood. This is due: first, to the school in which the lumberman has been trained and to the primitive conditions under which he formerly operated when the timber was delivered to lakes and streams on short hauls and flooded down to the mill; second, to the remoteness of logging operations from headquarters.

Difficulties of the Early Days

During the first period of logging conditions, which we might say was concluded several years ago, only white pine and other floatable timber was handled. This timber standing well grouped on lands adjacent to lakes and streams was cheaply and economically logged with horses or oxen. During this period the most difficult problem for the lumberman to solve was the floating of the logs from the remoter territory to the sawmill. Some of the engineering feats of



E. A. Hamar, Chassell, Michigan, who presided at the Green Bay, Wisconsin Logging Conference

the pioneer lumberman in the building of dams and reservoirs for the flooding of logs down narrow and rocky streams were but a little short of wonderful. I have seen streams that have carried millions of feet of logs year after year down which a novice would think it impossible to float a canoe.

During this period, labor excepting for river driving, was cheap. The same crew of men that went into the woods in the fall usually stayed until spring, so that the foreman was not confronted with the problem of constantly breaking in new men, which in itself under present conditions is a rather serious and expensive problem. Supplies were very much cheaper than at present, and as the food was served much plainer and not in so great variety, the cost of feeding men was much less. I have figures in my possession compiled for a set of camps for the years of 1892 and 1893, showing an average cost of 23c per day per man for food. It is now costing the average lumberman double this amount.

The conditions of this earlier period are gone forever in my opinion and we are forced to face new ones. This meeting has been called primarily to take up and talk over the different problems now confronting the logging superintendent, and to put him in touch, if possible, with methods that will enable him to log more intelligently and economically. Logging as we are forced to carry it on at present is a complicated undertaking. The woods superintendent has under his charge and under his direction a large investment in horses, machinery and railroads, including the necessary rolling stock. In order to get the best results each division of the logging department must be nicely adjusted to the other so as to balance, and thereby cause no delay in supplying the mill with logs.

Two Serious Problems

In my opinion the two most serious problems confronting us at the present time is the constantly increasing cost of labor, and the cost of feeding our men. Our cooks have got to be taught to change their methods of cooking and supplying their tables. The high cost of labor and supplies I believe has come to stay for some time. I do not mean by this that these costs will stay on the same high plane as at present but I do mean that in all probability we will not see for a good many years the low schedules that prevailed some years ago. The only way to reduce the cost of labor is to increase its efficiency. How to do this with the low standard of labor that we are compelled to work with is a problem. The best method, and one that has been adopted successfully by a number of operators, is daily cost sheets for each camp. These daily cost sheets, however, are not practicable except where a camp is logging direct from the stump to the mill. Another method that works very satisfactorily, and one that can be applied to camps cutting and skidding, is for each camp foreman to require each gang of sawyers and each skidding crew to turn in the number of logs sawed or skidded daily. With this count each night, he can pretty nearly tell whether his men are giving him a fair day's work. I believe that every camp employing eight or more saw gangs should have a saw boss. This boss will not only increase the amount cut daily but he will save timber. You can look over almost any lot of logs cut and lying in the woods ready for the skidders where there is no saw boss and find many logs cut in a wasteful manner. You will find 14 and 16-foot shaky-butt hemlock logs that should have been long butted or cut 20 feet so that when the shake is cut off in the mill, you will still have 16-foot lumber instead of short stuff. You will find hardwood cut 16 feet long

where an 18-foot would save two feet and cleaned up the tree up to the crotch; or you will even find four feet wasted where two 10-foot logs would have cleaned up the tree. I believe that every camp that has eight or more teams of horses should have a barn boss. It is my experience that a good man in this position will by a careful and economical method of feeding, more than save his wages in feed. Horses will be kept in better condition and sickness, which is too often caused by over-feeding, will be avoided.

Each Territory a New Problem

As to the best method of logging, these must be determined by the conditions of the territory in which the operation is being carried on. There is no use in trying to use steam skidders in a rough country that is thinly timbered. The high cost of tracks, the large number of skidding trails required, the wear on cables, and the locomotive cost will make a job of this character very expensive. Furthermore, I believe there is no use in trying to use a steam log hauler in a territory where snow comes so early that the ground is never frozen. I do not want it understood from this that I am opposed to machinery for I believe that machinery has its place in logging, and that there are places where this can be used to advantage. What would be an economical method in one district would be extravagant in another. It is almost impossible to give any advice on this problem. It would be about as difficult as to advise a farmer as to the best grade or cows with which to stock his farm. This subject was handled very diplomatically by a farm expert at a farmers' meeting which I recently attended. The farmers present were very anxious to get in to the dairying business and one of them asked the expert what type of cow he would recommend as being best adapted for that certain territory. The expert replied: "Well, if you like the Holstein cow, that is the best cow for your farm; if you like the Guernsey cow, that is the best cow for your farm; if you like the Jersey cow, that is likewise the best cow for your farm."

In a number of northern operations where good ice roads can be easily made and kept, the traction engine log hauler has proved to be a very economical means of transportation. One of the firms which has used such a hauler for several years is the Rib Lake Lumber Company at Rib Lake, Wisconsin. George N. Harder, the general manager, briefly described the operation as follows:

Use Of Steam Log Hauler For Logging

By George N. Harder, General Manager Rib Lake Lumber Company

The log hauler owned by our company, which is a Phoenix, was purchased in December 1907, at a cost of \$6,000. "We have used this steam horse" for four winters and during that time it has lost one day, due to one of the parts breaking, which was quickly replaced by the manufacturers. Excepting this misfortune, the machine in question has missed but one trip in carrying out its regular schedule. We have found the use of the log hauler is a big saving to the company and recommend it for the transportation of logs where the distance is five miles or greater, but it is not a good machine where the haul is less than five miles.

We have always figured that the engine is good for forty miles per day, as under load it will make four or five miles per hour, and when running light, its speed is from five to six miles per hour. We have never worked our machine to its full capacity, and our maximum load per trip was fifteen loads of logs, ap-

proximately 80,000, and three loads of bark, or about thirty cords; making a train load of eighteen loads. Our maximum haul for a day has been 15,000 feet of logs and fifty cords of bark on a seven mile haul. Our present plans for the coming winter include the using of this log hauler from one of our camps seven miles from our mills, and we expect to make three trips dally, and in doing so the machine will take the place of nine single teams and teamsters. As will be seen by the photographs exhibited, you will note the machine is propelled by the use of an endless belt, or tread chain with cleats on same, which tread chain is 12 Inches wide and 14 feet in length.

Competent Men Necessary

The log hauler is manned by a crew of three men, engineer, fireman and pilot, and I might here remark that it is just as important to employ competent men for these positions as it would be to operate your locomotive on a railroad, your log loader in the woods, or your automobile on the public highway, and it is only with competent men in charge that you will obtain the desired results. When the log hauler is not in use, it should be under protection and in the care of a watchman, who should perform such duties as are necessary to keep a machine of this kind in proper condition.

The machine does not consume very much coal, considering that you obtain 200 lbs. steam pressure, which produces 100 horsepower, as it only requires from 1¼ to 1½ tons per day to produce these results. If the road on which the log hauler is used, is located so that you can have a water hole every four or five miles, it is very desirable, but where this cannot be accomplished, a water tank can be carried next to the engine, providing there are not any heavy grades to descend, as the weight of the train behind the tank, going down grade, would produce serious results.

Width of engine on tread chains is 5 feet 5 inches over all; said tread chain and runners are inside the rut for the sleds, as the width of the sleds are 7 feet 2 Inches center to center of runner rut. The sleds are kept in train by the use of a short pole, which pole serves as a bumper to keep the sleds from coming together and are reinforced and strengthened for hauling purposes by the use of cross chains.

Ordinary Road Sufficient

No better road is required for the use of this log hauler than when horses are used, and it does not require as much water, after the road is once made, as the machine is easier on the road than horses are. It is not necessary to have a heavy foundation of snow for your road bed, and when a road will carry a tank holding 85 barrels of water, the road is ready for the operation of the machine.

The rut in which the sleds run is made by the use of a combination rutter and snow plow, followed by the use of a water tank, until a good frozen surface is obtained. The rut is kept in good condition by attaching the rutter to the rest of the train of empty sleds in going back from the landing, and is generally watered by the water tank during the night.

The spotting ground, or place from where the train starts, consists of three roads side by side, one for the empty sleds: one for loaded sleds, and a narrow road for the engine to pass after turning. The engine may be turned in a circle beyond the spotting ground, or can be turned at any point where two

roads join. Horses are used in bringing the loaded sleds from the skidways in the wood to the spotting ground where they are assembled and made up into a train, consisting of from ten to eighteen loads, according to local conditions.

During the winter of 1911-1912, we operated our log hauler on a six-mile haul, which cost us 16c per 1,000 lbs. to haul our logs, which cost included the wages of the men running the log hauler, together with fuel, oil, repairs, etc.

The discussion following Mr. Harder's paper covered fully the conditions under which the use of the steam log hauler may, or may not be profitable.

J. C. Cleary, of the Sawyer Goodman Company, recounted his experience several years ago in Upper Michigan where a lot of logs had to be brought out under extremely difficult conditions. He used the hauler on a six-mile haul, running night and day, and did with it the work of six 4-horse teams, at a considerable saving in expense.

A man with an unusually long and varied experience in logging all kinds of northern timber is E. S. Hammond of Rice Lake, Wisconsin. Mr. Hammond was unable to attend the meeting, but sent a characteristic paper dealing with all phases of camp management, which was read by Secretary Kellogg.

The discussion provoked by Mr. Hammond's paper ranged from camp fare to woods' wages, and was extremely interesting. Mr. Lundin of Bay City, Michigan said that the fundamental thing is to furnish good feed and see that the cooks keep clean camps. An accurate record of the cost of feeding men in each camp should be kept and compared monthly so that each cook may be inspired to make a good record. Mr. Lundin felt quite strongly that the camp foreman should have authority over the cook, and this seemed to be the general opinion, despite Mr. Hammond's recommendation to the contrary. Mr. Lundin has had the same cook in one camp for 12 years, and he feeds the men cheaper than any other cook he has ever been able to get.

H. H. Stolle of Tripoli, Wisconsin, indorsed Mr. Hammond's suggestion that sweet stuff is the best substitute that can be obtained for high-priced meat. Mr. Herald, who has charge of the Upper Michigan operations of the Holt Lumber Company, stated that when the men in his camp were given an abundant supply of oatmeal or cornmeal mush for breakfast, with plenty of condensed milk, they consumed only about one pound of meat daily, and that when these breakfast foods were not used, the daily consumption of

The C. A. Goodyear Lumber Company, for the Year Ended February 28, 1913.		
Material consumed	Amount	Cost per man per day
Beef, fresh	400,670	\$.0872
Beef, corn	102,727	.0223
Bacon	114,702	.0249
Salt pork	62,359	.0135
Sausage	24,994	.0054
Lard	115,005	.0250
Butterine	55,319	.0120
Flour	131,948	.0287
Potatoes	87,062	.0189
Brown sugar	50,843	.0110
Granulated sugar	96,309	.0209
Coffee	57,083	.0124
Tea	21,373	.0046
Beans	42,908	.0093
Tomatoes	34,175	.0074
Peaches	24,346	.0053
Misc. of small proportions	240,613	.0523
Total	1,662,436	\$.3611

meat was about 1½ pounds per man.

Lamont Rowlands stated that an accurate record, based upon the quantity of stuff shipped in and monthly camp inventories was kept of all the food used in the camp of the C. A. Goodyear Lumber Company at Blue Bill, Michigan, and he submitted the following record of the material consumed in these camps during one year based upon approximately 150 men:

Mr. Rowlands said that adding to this quantity of food, the wages of cooks and distributing the entire cost of feeding men over ten days of productive labor, made the cost for board for each day worked, about 65c per man.

W. E. Hallenbeck of the Girard Lumber Company, at Dunbar, Wisconsin, read the following paper upon the use of the steam ground skidder:

The Steam Skidder

By W. E. Hallenbeck, Dunbar, Wisconsin

I am not a machine agent, neither is it my purpose to boost for or advocate any certain machine, but I do believe the time has come when we should, as far as possible, get away from the old methods of horse logging.

There was a time not very far distant when, to use the words of Uncle Isaac Stephenson, when he said: "We went up today and began putting in logs tomorrow," but during the lapse of 20 years there has been a great change, and now it's like going up today and never stop coming down, and it made no difference what the wages were, or how good the cook; it's the same old echo which we hear over in our dreams, going down.

Changed Conditions

But conditions have changed; we now start camp even months before winter sets in, and usually have a good quantity of logs docked before winter, to enable us to take advantage of the hauling months, for we remember that the large forests of pine which once covered the ground have disappeared, and shall we say never to reappear? No! We must be more discreet, for we hear a great deal nowadays about reforestation, but whether this country shall ever again abound with pines, such as we have just harvested, remains to be seen; but the fact is, that the days when we felled the trees on the banks of some stream, then with ox team, assisted by a few cant hooks launched them upon their way to the mill at a very nominal expense, has undergone a very great change; instead, we are made to go back from the streams into the rough, hilly country, for the large pine? No! For the scraggy, scrawny hard wood, which is very well named, as it is hard to reach, hard to handle, hard to saw, and until recently, hard to sell and make a dollar.

But I was to speak about the skidder. After leaving the pine and going after the hardwood, we found confronting us several obstacles, which we had not reckoned with; first, that instead of the fairly level sandy soil, upon which the pine had grown, where railroad building was comparatively easy, we were opening up a young, hilly, stony country, which yielded hardly one-third the saw logs as did the pine lands; it was more difficult, far more expensive getting in railroad. Such roads had to be located where they would go at the least possible expense, and then we found here and there deep pot holes and ravines, out of which horses could not draw the heavy hardwood logs, and at this juncture, we may state the old time lumberjacks forsook us, going either South or West.

We all recall their amazement and disgust when the fancy cant hook twister speared a maple log going up on skids to car, for the purpose of cutting one way or the other, and how he was thrown to the ground, and the next thing we saw him going down the trail.

Advent of Steam Loader

Then came the steam loader, which helped considerably with the problem of getting in the logs. Then the advent of the skidding machines: some fair, some better, others very poor, and we only have to go back to the end of some logging branch to find relics of the poor ones which have been discarded, while here and there we find one of the better types in operation, getting fairly satisfactory results.

I am strong of the opinion that steam skidders are only in their infancy, but are here to stay and what we want are more and better machines.

There is practically but two types on the market today: one which is known as the ground skidder, the other the overhead cable way, and while I have not had to do with the cable way, yet it is my opinion that this is the coming machine, for reasons which I have not time to discuss now.

What I shall say today will be based upon the ground skidder, such as we are now using, and what is known as the "Lidgerwood."

Railroad Cost per Mile

Our experience was that with railroad laid out 1,200 feet apart, to accommodate horse skidding, entailed enormous amount of work getting in those tracks, as well as large crews of laborers, which were very hard to get; as near as we can estimate, the grading of such branches, cutting and clearing right-of-way, laying steel, and surfacing included, cost about \$1,500 per mile. We do not take into account ties, steel, spikes, bolts, etc., as we use this material over and over again. Figuring this mile of track with a skidding width of 1,200 feet for team gang, will give us 145 or 150 acres, containing approximately 1,500,000 feet of logs, thus you will see that railroad cost about \$1.00 per thousand.

Now with the skidder we go out twice the distance for the logs. Therefore, eliminating just half of the cost of railroad and cover 300 acres to the mile of track, harvesting about 3,000,000 feet of logs.

Now it may be said that a machine costs a lot of money. We answer so do horses. You say you use a large quantity of cable during the year. We answer your hay and oats affect this. You say it requires skilled labor. All the better; you pay them good wages; they are an intelligent lot, stick better and get results.

All in all, we favor the skidder.

In this connection, let me presume upon your patience a few moments longer while we discuss how to build railroads cheaply. Now don't misunderstand me. I don't mean a cheap railroad, but railroad cheap. You are all familiar with the prevailing system of constructing our railway grades. with a few teams, if you can spare them, from your logging, some old slushers and wheel scrapers, grub hoes, picks, shoels, etc., and if you can get the Polocks how you go to it, and what a good time the mosquitoes have during this period, and how the laborers work to escape being stung by the files, and how little is really accomplished during the day, except to reduce stock in your commissary department.

Yes, we have all been up against it.

Two years ago we bought from the American Holst & Derrick Company what is known as the railroad ditcher, knowing that machine was capable of building our railroad grades. Since then we have not bothered the employment office in Chicago in building railroad grades, but do all of our grading with the machine.

First of all we put men cutting right-of-way, and clearing away the brush. Then the dynamite can comes in and shoots the stump, using about half of the powder that we formerly did, then the machine starts across country, manned by one boom man, one fireman, two men to level up ahead of machine and place the ties for the rails over which machines travel, and man and team to haul water and coal.

A crew of five men and a team, with which we have built one mile of grade in heavy soil, with great many boulders, average cuts and fills, 14-foot crown, to allow steam skidder to go through cuts, including pulling of stumps, and casting them out, at the very small expense of \$425 per mile. Hence, you will see we have reduced our grading two-thirds, which will enable us to put logs aboard cars for \$2.25.

In the discussion of this subject, Mr. Hallenbeck spoke very enthusiastically of the ditching machine which his company has used for the last two years in making railway grades and for a variety of other purposes. He stated that recently they had built two miles of railroad through unusually hard country. First, the right-of-way was cleared of trees, then the stumps loosened, but not blown out with dynamite. Beginning at this point with the ditching machine, the stumps were pulled and a 14-foot wide railroad grade constructed at a cost of \$427 per mile.

A paper upon the use of steam skidders presented by T. A. Green of the Greenwood Lumber Company, Ontonagon, Michigan, at the April meeting of the Northern Hemlock & Hardwood Manufacturers' Association, was reread by the Secretary, since it contained a number of good points pertinent to the subjects discussed in today's meeting.

Following Mr. Hallenbeck's enthusiastic endorsement of the ditching machine for railroad work and his approval of the steam skidder, J. W. Gleason of the Goodman Lumber Company, Goodman, Wisconsin, not far from the scene of Mr. Hallenbeck's operation came to the defense of the horse with the following excellent paper:

Logging With Horses

By J. W. Gleason, Goodman, Wisconsin

I deem it a privilege and an honor of no small consequence to be selected to appear before that honorable body to discuss a question that, no doubt, many of you have given considerable thought.

To the modern logging operation in Wisconsin and Michigan "the horse" is an absolute necessity. Good machinery is very important but more important still is a good force of able-bodied horses. Efficiency is the greatest requirement -- a term which applies to every branch of the logging game.

Too Little Attention Given Horses

My experience has been that too little attention is given the care and han-

dling of horses in the lumber woods. In the "Old Pine Days" or before modern methods were known, horses were worked during the winter months and turned out to pasture all summer to recuperate. Everyone had the idea that they could not do any logging unless they half killed their horses. A man was not considered a teamster unless he could make a team eat three bushels of oats every day and could

pound them on the head for 18 to 20 hours a day. There are more horses ruined by over-feeding than by any other cause.

The average team-

ster of today, in that respect, is like the newly married young lady, who upon entering the meat market, was asked: "How much steak do you want?" She replied: "I don't know whether I want a pound or a whole cow." The teamster does not know whether a horse needs a quart of oats for supper or a whole bag full.

To get the best results, horses should be kept in good sanitary condition. Their teeth should be gone over at least once a year by a competent veterinary. We keep a man at each camp whose sole work is to look after the horses. He feeds them three times a day; keeps the barns in good sanitary condition; looks after the harnesses--in fact everything in connection with the horses and he gets to know every horse. He is the only one around the barns who has access to the oat bin and the harness room. We find that by having one man in charge, who has gained his knowledge by actual experience, we get better results. It eliminates, to a certain extent, at least, acute diseases--such as spinal trouble, colic, etc., etc., which is common among horses. We buy the best oats and hay; feed bran only once a week (Saturday night) and we do not feed any stock foods of any kind whatever. We work our horses all the year round--or an average of 300 days of 10 hours each. Will give some facts, and figures to show what horses can accomplish if properly cared for and handled.

We operate two camps having 24 teams in the logging service--or 12 teams in each camp. One team is used to haul water with to the horses and lunch to the men; one team is used for railroad work exclusively. This leaves 10 teams in each camp to do the skidding. They do not do any loading as we operate two McGiffert Loaders. The following includes the two camps or 20 teams skidding 312 days or 6,240 days for one team: Logs, Doyle scale, number of pieces, 228,349--13,948,550 feet, which tallied over the trimmer board chemical wood (birch and 12,578 cords of 4 feet chemical wood (birch and maples); 1,754 cedar telegraph poles and 8,569 cedar posts.

I will give you the different items of horse feed, etc., and what they cost--in other words what it costs us for horseflesh and the amount of work they do. We value the teams at \$600 each or \$14,400. One thing we have learned by experience is that the average life of a horse, in the lumber woods, when they are worked the year round, is from four to six years, and one thing we do claim is, that to keep a man driving a team that is broken down is a waste of human energy, which is the most expensive commodity that is used today in every successful lumbering operation--human energy and brains go hand in hand--no

November 1, 1912 to November 1, 1913	
Depreciation, interest, etc., 25 percent	\$3,600.00
Oats consumed, 11.396 bushels	4,899.37
Hay consumed, 196 tons	2,828.70
Bran consumed, 12 tons	218.30
Vet. services and medicine	221.00
Total	\$11,767.37

lumbering operation is successful without both.

These figures are absolutely correct, for I made them myself. Our company has the best accounting system under the sun. They do not use the old debit and credit system--they just charge everything and credit nothing. We have a little accounting system of our own in connection with the Woods Dept., supplies purchased, supplies on hand, inventory every month, distribution of labor, material, etc., etc. We don't wait until the 15th or 20th of the following month to see "where we are at" for about that time the general manager calls a fellow in "on the carpet" and shows him a little slip of paper containing some figures,

then he straightens up in his chair and says: "John- (Tom, Dick or Harry, as the case may be), it is costing too much to log; too much to build railroad, too much to feed the men, and this, that and the other thing is costing too much"; and nine cases out of ten a fellow has to sit there like a bump on a log, not knowing what to say, so the only way is to keep

Average cost of logging per 1,000 feet from November 1, 1912, to November 1, 1913, Doyle scale:	
Sawing	\$1.10
Swamping	.75
Skidding	1.28
Loading	.30
Tools and Repairs	.25
Depreciation horses, equipment, etc.	.90
Roads and spurs	1.00
Supervision overhead	.25
Total	\$5.83

an accurate tab on everything as you go along and when you find that anything is costing too much, "cut it out" before the "boss" gets "next to it."

The average cost according to the general books for 10 months, everything included for the 12 months, Doyle scale, \$5.94. The difference between Doyle scale and lumber tally was 44 percent so that the net cost for the 10 months was \$4.13, lumber tally over the trimmer.

In the discussion following Mr. Gleason's paper, the latter said that each team of horses in his operation logged 1,000,000 feet of lumber yearly for his company.

Standard Methods

Geo. H. Holt of Chicago, was unable to attend the meeting, but sent a letter to the secretary which brought out clearly the present lack of standards by which any phase of logging operations can be intelligently compared.

Wisconsin Free Employment Offices

H. J. Beckerle, in charge of the Wisconsin Free Employment Office at Milwaukee, described concisely the "who, what and why" of the free employment offices maintained by the Wisconsin Industrial Commission at Milwaukee, Superior, Oshkosh and La Crosse. These offices are clearing houses for labor which are proving very successful bringing employers and employees together. Being absolutely disinterested, these offices serve the interest of both parties better than does the ordinary labor agency whose existence depends upon fees, and whose anxiety to secure the latter often results unfortunately for both prospective employers and possible employees. The free employment offices keep detailed card records of every man who applies for work, and the employers supplied with help are asked in every case to report as to whether the men give

satisfaction. In this manner a valuable collection of information is built up, and the undesirable man is not given a second recommendation.

Future Meetings

Following Mr. Beckerle's talk, a general discussion took place concerning the labor supply, which is now more abundant than last summer, woods' wage which seem to range from \$26 to \$35 per month with board, and means whereby camps may be made more sanitary and attractive so that a better class of labor can be secured and held.

Sidney Clemons of Chicago, spoke interestingly of the welfare work instituted by the Yellow Pine Manufacturers' Association, and gave some striking instances of model camp conditions which he had seen in the South.

The general discussion took concrete form in motions proposed by Lamont Rowlands and R. B. Goodman for the appointment of two committees of three each to report plans for further work at the annual meeting of the Northern Hemlock & Hardwood Manufacturers' Association the latter part of January. The motions were unanimously adopted and one committee was designated the welfare committee and the other, the standardization committee. The welfare committee will go thoroughly into the best means of improving camp conditions, including the recently proposed cooperation between the lumbermen and the National Red Cross, while the standardization committee will endeavor to formulate a uniform system or reports covering all phases of logging operations.

President Hamar appointed as the welfare committee: Lamont Rowlands, C. A. Goodyear Lumber Company, Chairman; W. A. Holt, Holt Lumber Company, Oconto, Wisconsin; H. H. Stolle, Stolle Lumber Company, Tripoli, Wisconsin.

R. B. Goodman, of the Goodman Lumber Company, Goodman, Wisconsin, was appointed chairman of the standardization committee; the other members being T. A. Green of the Greenwood Lumber Company, Ontonagon, Michigan; P. S. McLurg, Kneeland-McLurg Lumber Company, Phillips, Wisconsin.

The regular business of the meeting being thus concluded, the Elks' Club of Green Bay, was given an enthusiastic vote of thanks for the use of their commodious hall and the privileges of their splendid club, after which the meeting adjourned, and the loggers departed for their various homes feeling that a day's work had been done in the starting of a work which is bound to have far reaching and beneficial results.

(Editor's note: The preceding articles appeared in Lumber World Review, December 10, 1913; Thanks to Dan Giese for the interesting articles)

Forest History Association You Tube Channel

Have you visited the Forest History of Wisconsin YouTube Channel? While relatively new, 18 presentations have been uploaded for your viewing. The majority of these titles are presentations from our recent annual meetings. Others are local presentations thought to be of interest to our forest history family.

If you, your local historical society

or library plans to present a topic appropriate the FHAW, contact Don Schnitzler. If camera equipment is available, and the presenter is willing to be recorded, maybe we can capture that presentation to share within your local organization and with our FHAW members via our You Tube Channel.

Visit our You Tube Channel at
<https://www.youtube.com/channel/UCQqc-pjhl9WkbCluEablOiw>

Protecting Your Assets

By Ed Forrester

It seems that almost every month someone dies in a tractor related accident in the upper Midwest. In most cases these fatalities involve older tractors, the type commonly used by woodland owners—those without roll bars! This flies in the face of data that show that roll bars are effective in saving lives.

It's possible that you are perfect in the operation of your tractor and may never need roll over protection (ROP), but, how about your kids or grandkids? In this photo you see two of my grandchildren celebrating their first tractor experience! Also seen is the black ROP behind them! A very good investment to protect my most special assets! I was extremely pleased to receive assistance protecting them through the ROPS Rebate Program in Wisconsin.



Now is a great time to check out this opportunity to take care of yourself and your special loved ones! Additional details are found in the following UW Extension, March 29, 2017 News Release.

It's Never Too Late to Add Rollover Protection

Contact: John Shutske, 608-890-2949, shutske@wisc.edu

The occupational death rate on farms is nearly 800 percent greater than in all other industries combined. The leading cause of farm deaths is tractor rollovers. These incidents cost U.S. agriculture \$115 million each year. Operators involved who survive these incidents lose an average of 70 work days, and the cost of medical care, lost time, property damage is at least \$900,000 per event.

“A properly designed and installed rollover protective structure (ROPS) used in combination with a seatbelt is almost 100 percent effective at preventing injury and death to the operator if a rollover happens,” said John Shutske, University of Wisconsin-Extension Bio Systems specialist at UW-Madison. “Still, about half of tractors on farms do not have rollover protection.”

To address this issue, and encourage and incentivize ag producers to add this important safety device, a variety of public and private organizations have come together to provide significant rebates to assist with the costs of installing a ROPS on unprotected tractors. One of the key partners with the National ROPS Rebate Program in Wisconsin is the National Farm Medicine Center in Marshfield, an important source of research and technical information on agricultural health issues and child safety.

The program offers up to a 70 percent rebate on ROPS and seatbelts that can be applied toward a ROPS kit (roll bar and seatbelt), shipping, and professional installation which is required in Wisconsin to receive the rebate. Nationally, the average out-of-pocket cost for those who have taken advantage of this opportunity is \$391.

To be fully protective, a rollover protective structure must meet important design and performance standards that were developed and published by the American Society of Agricultural and Biological Engineers (ASABE) and other engineering standards organizations. Machinery design engineers and safety experts from around the world review these standards and other agricultural safety design principles on a constant basis with the aim of protecting farmers, family members, and employees.

“Not all tractors can be equipped with a retrofit,” Shutske said. “Older, antique tractors often were not designed to accommodate a ROPS, and their axle housing often will not support a protective structure or have the ability to withstand the forces that occur with a rollover. Most tractors manufactured from the mid to late 1960s can be retrofitted as well as a few before that time.”

Application materials for this program can be found at <https://www.ropstr4u.com/apply.php?state=WI>; this website contains additional information and facts to help farmers and tractor owners to make smart and informed decisions.

Another resource for agricultural health and safety tips is the UW Center for Agricultural Safety and Health website <https://fyi.uwex.edu/agsafety/>.

The Lake Shore and Eastern A Logging Railroad in North-Central Wisconsin

By John L. Berg

Profusely illustrated with stunning photographs and maps, *The Lake Shore and Eastern, A Logging Railroad in North-Central Wisconsin* is an informative, well-paced narrative of one of Wisconsin's largest logging railroads. 8½ X 11 inch, 328 pages; sourced and indexed.



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From the Newspaper Archive



At Rhinelander Reunion CCC Alumni Recall Depression

(Taken from the Marshfield News-Herald,
Thursday September 22, 1983, page 12)

Rhinelander (AP) - Civilian Conservation Corps alumni renewed friendships after 50 years, while federal and state officials praised the Depression Era CCC as a turning point in development of the nation's parks and possible model for future work to rehabilitate the landscape.

The occasion was the CCC's 50th anniversary celebration as part of the third convention to be held by the National Association of Civilian Conservation Corps Alumni. Nearly 1,000 CCC alumni and guests registered for the event, being hosted by Wisconsin Chapter 23 of the NACCP.

The CCC, launched in 1933, became one of the most popular parts of President Franklin D. Roosevelt's New Deal.

CCC members who otherwise would have remained among the unemployed of the Great Depression served at camps where they planted trees, fought forest fires or did other conservation-oriented jobs. The CCC continued until 1941 and the U.S. entry into World War II.

The former "CCC boys" renewing friendships at the convention included Clarence Beller, a retired car salesman from Rhinelander, and Henry Pie Sr., a retired baker and cake decorator from Fond du Lac.

"I hadn't seen him in 50 years," Beller said.

"And I knew him right away," added Pie, who served with Beller in Blue Lake Camp 654 near Minocqua in 1933.



Russell Dickinson

Like many of the other Alumni, they traded information on their later lives but also shared recollections of the times they spent together in the CCC, ranging from fishing trips to excursions to northwoods cities.

"Betty Boop's, the Wonderbar and the Rathskeller were our hangouts in those days," Beller said, referring to the favorite nightspots at Rhinelander.

"Fathers used to keep their daughters inside when we came to town." Pie added.

On a more serious note, Russell Dickinson, director of the National Parks Service, noted that 600 CCC camps operated in the national parks at the program's peak.



CCC Enrollees Planting Seedlings

“We have always looked at the CCC period as a turning point for national parks,” Dickinson said.

He called the “CCC dynamic” a significant factor in development of the parks that continue to be appreciated by travelers today.

Although Dickinson declined to endorse any specific proposal currently before Congress, he said his agency favored a new CCC for work on conservation projects.

Some NACCP members have begun pushing for creation of a new CCC to help curb youth unemployment and do useful work to rehabilitate the landscape.

In Wisconsin, the Legislature earlier this year approved creation of a Wisconsin Conservation Corps to provide unemployed youths with jobs working on conservation-oriented projects.

Gary Knowles of the Wisconsin Division of Tourism said the CCC played a role in developing such popular Wisconsin attractions as Devil’s Lake, Peninsula and Rib Mountain state parks.

Trees planted by CCC work crews restored northern forests, and the half billion fish planted by the CCC in Lakes and rivers helped to restore fisheries of Wisconsin, Knowles said.

At the same time he said, CCC work was a “gift that keeps on giving” for participants in the program.

The CCC alumni Wednesday dedicated a CCC Museum, built this year at Pioneer Park at Rhinelander.

The replica of a CCC barracks from the 1930s, complete with artifacts and memorabilia, was turned over to the city of Rhinelander by the president of Wisconsin Chapter 23, William Wolff Jr.

Max Peterson, chief of the U.S. Forest Service, noted that the government’s Job Corps played a part in the tribute to the CCC. A dozen Job Corps trainees from the Blackwell Job Corps Center helped build the structure.



Replicated CCC Bunkhouse, part of the CCC Museum at Pioneer Park, at Rhinelander

Frank Fixmer of Wausau, a member of Chapter 23, said the museum was dedicated to the memory of Ken Elliot of Rhinelander, a retired U.S. Forest Service employee who had been a supervisor of CCC work in the 1930s.

Elliot organized Chapter 23 and worked on plans for the museum and the 50th anniversary celebration of the CCC.

“Because Ken was the driving force that made it possible, it is dedicated to his memory.” Fixmer said.

(Editor’s Note: William Wolff Jr., Ken Elliot, and Frank Fixmer were charter members of the FFAW. Frank Fixmer received the FFAW Distinguished Service Award in 1980, and Kenneth Elliot received the same award in 1983)

Pioneer Park Historical Complex

Kemp Street & Oneida Ave
Rhinelander, WI 54501
Phone: (715) 369-5004

Free Admission

Logging Museum
Antique Saw Mill
CCC Barracks
School House
Fire Museum
Restored Soo Line Depot
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Hours: 10 am—5 pm
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