



**A NEWSLETTER**  
From

**FOREST HISTORY  
ASSOCIATION OF WISCONSIN, INC.**  
410 McIndoe Street  
Wausau, WI 54403-4746

**WINTER  
2000**

## OFFICERS AND DIRECTORS 1999 - 2000

Thomas R. Albrecht - Treasurer  
304 W. Richmond Street  
Shawano, WI 54166

Karl Baumann  
1119 Florence Street  
Marinette, WI 54143

Robert Brisson - Executive Secretary  
N568 River Drive  
Menominee, MI 49858

Miles Benson  
2511 Lovewood Drive  
Wisconsin Rapids, WI 54494

Eugene Harm  
527 Stacy Court  
Cadott, WI 54727

Don Lambrecht  
1665 Patton Street  
Green Bay, WI 54301

Randall Rohe  
22535 W. Beeheim Road  
Waukesha, WI 53186

Michael Sohasky  
1435 Neva Road  
Antigo, WI 54409

John Cline - President  
1201 Plumer Street  
Wausau, WI 54403

James Adamson  
345 Glacier Drive  
Green Bay, WI 54302

## MUSEUM RECEIVES AWARD

*(The following, sent in by Frank Fixmer, is from the Oshkosh Public Museum, Museumemo, Winter 1999)*

The Forest History Association of Wisconsin has presented its annual Distinguished Service Award to the Oshkosh Public Museum. The award was given in recognition of the preservation of archival records and artifacts associated with the lumbering history of Oshkosh and the Wolf River area. Dr. Randall Rohe, Chair of the Awards Committee, also based the nomination on the preservation of the home of Edgar Sawyer, a prominent Oshkosh lumberman, and the quality of the temporary exhibit, *A Big Day's Work: Logging and Lumbering in Sawdust City*.

"The museum is honored to receive this award," said Museum Director Brad Larson. "Oshkosh history is directly tied to the rise and fall of Wisconsin's great lumber industry. *A Big Days Work* was an extensive and dynamic exhibit that illustrated both the role of wealthy mill owners and the role of men, women and children who labored in the mills." A short video, *The Legends of Logging*, was produced as part of the exhibit project. The video and accompanying educational materials continue to be used by teachers. The museum received the award in early September 1999. The attractive award plaque, fashioned from a section of a pine tree with replicas of early log marks burned into the surface, is proudly displayed in the museum entrance foyer.

*(Randy Rohe also sent me an article from the Oshkosh Northwestern, dated Sept. 9, 1999. The article contained the following additional information.)*

Oshkosh earned its 19th century nickname "*Sawdust City*" because the banks of the Fox River once were lined with mills devoted to the manufacture of wood products. Logs were sent down the Wolf River to Lake Poygan and from there to mills in Oshkosh.

Museum archives contain a significant amount of material, including several hundred historic photographs, devoted to the once great lumber industry. The Oshkosh Public Museum is open 9 to 5 Tuesday through Saturday and 1 to 5 Sunday. Admission is free. The museum may be contacted at [www.publicmuseum.oshkosh.net](http://www.publicmuseum.oshkosh.net) or phone at 920-424-4731.

## LOGGING ON, THE OLD WAY

*(The following, written by Dennis McCann, is from the Milwaukee Journal Sentinel, January, 2000.)*

I wanted to learn a few things about Wabeno's early days, so I visited the local library. But wouldn't you just know it? "The book it would be in is out right now," librarian Diane Johnson said. "Of course."

Of course. But that was all right. Merely by entering the little library I had discovered Wabeno's oldest building and a window to its early days. It was the library itself, an old log building that is one of the most unusual and historically significant book buildings in Wisconsin, and that includes all the handsome Carnegies still in use. When confused tourists show up each summer, thinking it is a museum instead of a working library, they are only half wrong.

Wabeno's first structure, built of horizontal logs shaped by a broad ax, still looks very much as it did when it was put up by the Chicago and Northwestern Railroad in 1895 to serve as its land office. (The site had been cleared of trees a few years earlier by a tornado; in fact, Wabeno took its name from the Chippewa word for tornado.)

The railroad hadn't reached town yet - the second building was a log shanty eating house for men who were laying the rails through Forest County - but the railroad's practice was to sell land, both timbered and cutover, so as to establish a customer base for the trains that would eventually arrive. Wabeno became a sawmill town, at least as long as the great forests lasted. But inevitably lumbering tailed off and the railroad, no longer in need of a land office (and no longer able to sell immigrants on the pleasures of farming stumpy, rock strewn land) donated the building to the community to use as a library.

That was in 1923, near the end of a major library building boom in Wisconsin. The number of free public libraries had jumped from scarcely two dozen in 1896 to more than 210 in 1922. That was in part because of Andrew Carnegie's largess but also because of the Wisconsin Library Association, which - in those long ago days before television was around to pass off mindless dreck as entertainment - pushed for libraries to lift the "stagnant and lifeless... sodden with monotony" quality of life in most small towns.

The building measures 29 feet long and 21 feet wide and has been placed on the national register.

## UPROOTING FALLEN HISTORY

*(The following was sent in by Paul Brenner. It was written by Craig Pittman and Julie Hauserman in a Florida newspaper, December 1999. Although it concerns an operation taking place in Florida, I thought I would include it here as comparison to similar work taking place in Wisconsin.)*

Like fossils preserved in amber water, the longleaf pine logs lie beneath the rippling waves, as fresh inside as the day they were cut a century ago. The remnants of a vast forest that no longer exists, the 30 foot timbers were among thousands that loggers once floated down the Yellow River to a sawmill. The logs snagged on obstructions and jammed into the river bottom and banks. To the loggers, the lost timbers were deadheads, too much trouble to retrieve. Over the decades, the deadheads became part of the river. Where woodpeckers once nested, sturgeon and mussels found a home. Every angler for miles around knew that the area around the deadheads was where to find the biggest bass, bream and bluegill in Okaloosa County.

Then, about a month ago, someone pulled 50 of the ancient logs out of the Yellow River's bends. Using steel cables and floating winches, a crew yanked them out of the river and left them piled on a sandbar. Since the state began issuing permits in February, deadhead crews have pulled 3,000 logs out of seven rivers across North Florida. To these crews, the deadheads are like buried treasure because developers and homeowners will pay top dollar for such rare timbers to be turned into wood floors, stairs and furniture. One log can fetch as much as \$3,000.

Traditional timber harvesting still goes on near the Yellow River. But those slash pines are a poor cousin of the magnificent longleaf that once ruled Southern forests. Hailed as "the finest timber tree the world has ever known," the longleaf is valued for its honeyed patina, tight grain and natural resistance to insects. A century ago, what made the longleaf valuable was its strength and apparently inexhaustible supply. In the impoverished post-Civil War South, timber crews clear cut millions of acres, floating the logs downriver lashed together into rafts that stretched for miles. Sawmills ran night and day producing shingles, barrel staves, ships, forts and houses.

By 1930, the Southern longleaf forests were all but gone. One estimate says 300,000 board feet of high grade timber remains beneath the Blackwater and Yellow rivers alone. The harvesting of these deadheads continues, but so does the fight from anglers, scientists and environmentalists to stop it.

## COMMENT ON WISCONSIN ATLAS

*From the C&S editor.* Last year I wrote a small piece on the newest atlas of Wisconsin. This is Wisconsin's Past and Present - A Historical Atlas, by the Wisconsin Cartographers' Guild, 1998. I have since bought this book and thought I would make a comment on it.

In the introduction of the book, it is stated: "The people of Wisconsin have not had a historical atlas since 1878." And also in the forward, William Cronon states: "The only publication ever to call itself a historical atlas for Wisconsin was produced in the 1870s...". The book referred to here is the fairly common book with the title as follows:

Historical Atlas of Wisconsin, Embracing Complete State and County Maps, City and Village Plats, Together with Separate State and County Histories, Also Special Articles on the Geology, Education, Agriculture, and Other Important Interests in the State. Illustrated. Compiled and Published by Snyder, Van Vechten & Co., Milwaukee. 1878. This book has 322 pages, the pages measuring 14 1/2" x 17 1/2".

I have done some research and find that there are at least two other Wisconsin historical atlases. They must be rather uncommon, as apparently the team of historians and geographers that produced the recent atlas are unaware of them. These other two atlases are as follows:

1. Illustrated Historical Atlas of Wisconsin, Containing Maps of Every County in the State, With Many Village and City Plats. Also Maps of Michigan, Indiana, Ohio, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Dakota, Nebraska, Kansas, Colorado, New Mexico and Texas, Compiled from Late and Authentic Sources, Together with Other Valuable Information. Published by H. R. Page & Co., Chicago. 1881. This book has 228 pages, the pages measuring about the same as the 1878 atlas.

2. Atlas of the State of Wisconsin, Including Statistics and Descriptions of its History, Educational Institutions, Geology, Railroads, Natural Resources, and Manufacturing Interests. By Col. C. D. Robinson, Hon. Edward Searing, I. A. Lapham, LL. D., A. M. Thompson, Esq., and John W. Cory, Esq. Drawn, Compiled and Edited by H. F. Walling, C. E., Late Professor of Civil Engineering in Lafayette College. Published by Walling, Tackabury & Co., Boston, Mass. and Detroit, Mich. 1876. This book is about 3/4 the size of the 1878 atlas and about 1/3 as thick, with about 20 pages of narrative text.

I was wondering if any of our C&S readers are aware of any other historical atlases of Wisconsin? If so, let me know.

## EARLY DAYS IN THE SENEY COUNTRY

*(The following is taken from the Great Lakes Pilot, Manistique, MI, from one of their 1999 issues.)*

John J. (Jack) Riorden of Seney was a resident of the Seney area for over 50 years, having been employed by the Duluth, South Shore & Atlantic Railroad (now the Soo Line) as telegrapher and station agent at the Seney Depot. He knew many of the area's pioneers who lived in Seney during its heyday in the 1880s and 1890s, and was long interested in area history. He has written for the *Great Lakes Pilot* since the papers inception; the following is from the writings of John.

The local way freight trains were given preference as it was important that they deliver freight to various merchants and logging camps along the right of way, consisting chiefly of food stuffs and medical supplies. It was common for east bound way freight train number 24 out of Marquette (en route to Soo Junction) to stop at Seney to unload freight from 10 or more cars. Every Monday they would unload "Armours" meat car, which took nearly half an hour; a good deal of the contents of this car were consigned to stores at Seney, Germfask and Grand Marais. Other consignments were lumber camps of which several were located near and around the Seney area, such as Goodman Lumber Co., which had six lumber camps all served from the Seney Depot. There also were Frank Hartman with two camps, Lateral Brothers, Kulki Brothers, "Fat" Peterson and others of minor operation. Altogether it was estimated some 500 - 600 men were employed at the numerous camps; all their supplies came by rail to Seney.

There were as many as 10 to 12 trains during each 24 hour period. As well as the through traffic, there was the local traffic which had to be taken care of. Between Marquette and Seney there were several sidings where lumber camps were located. They had to be supplied with empty cars, which would be loaded with forest products the following day. East of Seney as far as Newberry there were several more sidings accommodating one, two or three camps, all of them depended on the railroad for their supplies, and of course a supply of empty cars in which to ship their various commodities. These included pulpwood, ties, logs, and mining timber. The mining timber consisted of tamarack poles, some five feet 10 inches in length while others were nine feet, also stulls consisting of small timber, and invariably a quantity of split cedar.

In addition to the above railroad and express business, we were required to handle commercial telegrams via "Western union", and this took up quite a lot of time.

## BILLIONS OF SHINGLES MADE HERE

*(The following was sent in by Dick Doeren of Oconto. It came from the Green Bay Press Gazette, date unknown, but appears to be from a series of articles on logging that appeared many years ago. It was written by Jack Rudolph.)*

Although virtually everyone in Green Bay was in some manner up to his ears in lumber in 1866, the city's biggest stake in the industry was shingles. And it was only a beginning. The trade continued to grow until by 1875 Green Bay was the largest shingle market in the world.

The volume of that trade is staggering. An Advocate survey in December, 1866, revealed that more than 25 billion - repeat, billion - shingles had poured through the city in the preceding 11 months. A decade later the figure had tripled. By the end of 1866 there were at least 20 shingle mills in and immediately adjacent to Green Bay, plus dozens more running as auxiliaries to the sawmills along the bay shore, most of whose output cleared through this port. In addition, millions were made by hand throughout the surrounding farm area.

An 1866 shingle differed greatly from the puny wafer familiar to modern generations. Made of pine or cedar, it was a wedge shaped slab 16 or 18 inches long, six inches wide and as much as four inches thick at the butt end. Initially, all shingles were made by hand from split blocks or "bolts," shaved or "reaved" into shape by twin handled draw knives. Shaving shingles was a common winter occupation for most farmers, whose isolated farm homes had rooms exclusively devoted to the job. Entire families spent whole days at benches in these rooms, laboriously whittling bolts into finished shingles.

Gradually machinery was evolved to do the same thing in quantities impossible by hand. At first it wasn't very dependable, but by 1866 sawed shingles were being produced that closely matched the shaved article. Some of the local mills could produce up to 100,000 a day, although that volume was rarely achieved. T. R. Willard's mill on East River had one machine that turned out 353,250 shingles in a week.

Shingles finished by hand were packed into standard bundles and stacked on a sleigh or wagon. When a full load had accumulated, and weather and road conditions permitted, the farmer took off with it for town. Since everyone else had the same idea, the loads converged on the city in long "shingle trains" that frequently stretched the full length of Main Street and far out into the country. Sometimes there were as many as



100 vehicles in the street at once, with more coming. The Green Bay shingle market was an open air exchange at the corner of Main and Washington Streets. Here the buyers - local men working on commission from Chicago and eastern brokers - met the teams and bid against each other for every load. The resultant uproar was bedlam to the uninitiated, but it had its own system, just as a tobacco auction today. As sales were made, the loads proceeded to specified docks or shipyards for unloading and storage.

Most of the cargoes were held for summer shipment by water, but some went out by rail, as many as 750,000 shingles being loaded into boxcars at the North Western yards in a single day. Meanwhile, the piled up docks and yards constituted a terrible fire hazard and accounted for the disastrous fires that periodically swept the river front. Prices varied with the Chicago market, which was closely watched. The market began strong in 1866. It hovered between \$4.50 and \$5.00 a thousand, reaching a high of \$5.30 before tapering off to \$4.25 near the end of the shipping season. At \$4.50 in Chicago, shingles brought around \$3.75 in the street corner bidding here.

Some of the boys weren't above cutting a few sharp corners. A "short count" gimmick, whereby farmers unloaded bundles of standard size but containing only 900 instead of 1,000 units, caused an indignant furor in Chicago early that summer. The uproar subsided when local buyers agreed to accept only "full count" loads - a quick decision raising the suspicion they were in on the racket too. All the principal buyers signed the "no short count" agreement. They were Anton Klaus, Lewis Day, Earle and Case, Lambert Nau, Sherwood and Holmes, Marshall and Bros., Strong and Clark and George Schauer. Day had been the leading dealer in 1865 with a total of 36 million shingles forwarded, but Klaus passed him in '66 en route to a brief but spectacular career as the biggest shingle operator in the United States.

Most of the commission men waited for the farmers to come to them, but a few went after the business, notably Klaus and Louis Van Dyeke. Klaus built a dock at Bay Settlement, to which farmers who couldn't make the long haul to Green Bay brought their shingles. During winter he sent loads into town over the ice but shipped directly during the summer. Before the ice went out in the spring of 1866 he sent in one remarkable load. A single team pulling two extra large sleighs in tandem brought 40,000 shingles in a single trip. A normal load was between 5,000 and 6,000. Between the opening of 1866 navigation and July, Van Dyeke forwarded 5,100,000 shingles, of which 1,300,000 were hand made. (Van Dyeke was the founder of Dyckesville about 1856.)

## PHELPS

*(The following is from a book Easy Going, edited by Diana Balio, 1978.)*

It is heavy forests that help make its approaches so scenic, and it was the early predecessors of those forests that account for Phelps's presence. Early loggers took only pine, which could be floated away, ignoring the abundant hardwoods, which they were not equipped to move. This gave the forests of Phelps a reprieve of twenty years before the loggers turned in their direction, armed with sleds, big wheels, tugboats, and the most formidable weapon of all, the logging railroad. Logging by rail lasted here till 1935, when truck logging, which had been making inroads here since its introduction in 1929, replaced it altogether. (Near Spectacle Lake the Thunder Lake narrow gauge logged for a Rhinelander mill till about 1938, closing the rail logging era in Vilas County.)

The big company at Phelps was the Hackley Phelps Bonnell Company, which gave the town two names, first Hackley and then Phelps (because Hackley was confused with Hatley, near Wausau; now, town biographer Joseph Albrecht wryly observes, it is confused with Phillips). The company had its first machinery laboriously tote hauled overland to Lakota and barged to the shoreside mill site in 1902 and began sawing a year or two later; it had lots of lumber ready on the yard when the railroad was completed from Conover in 1905 to take the lumber out.

The lumber industry at Phelps wasted very little, and one result was a tidy industrial complex. Slabs were burned in mill boilers; "sixteen inch wood was sold for firewood, and other cordwood was used in a chemical factory that burned it and distilled the gases to produce both charcoal and alcohols. Even the charcoal found a local use, for a brief period, in an iron smelter that was built next to the other plant in 1914; it never reopened after a 1916 fire.

The C. M. Christiansen Lumber Company succeeded the Hackley organization in 1928 and kept the mill going almost another 30 years; it is still in business as a supplier of utility poles. Part of the old mill and grounds see use now for pallet manufacture and building materials distribution. Phelps also has a modular home manufacturer, Amwood Homes, so it still has a more varied industrial base than any other northwoods town of its size. Traces of its mill village are faintly visible in a few places in Phelps, such as the row arrangement of a few homes and their uniform silhouettes, but most of the mill houses (up to 80 in all) have been remodeled or replaced.

## STEVENS POINT IN PORTAGE COUNTY

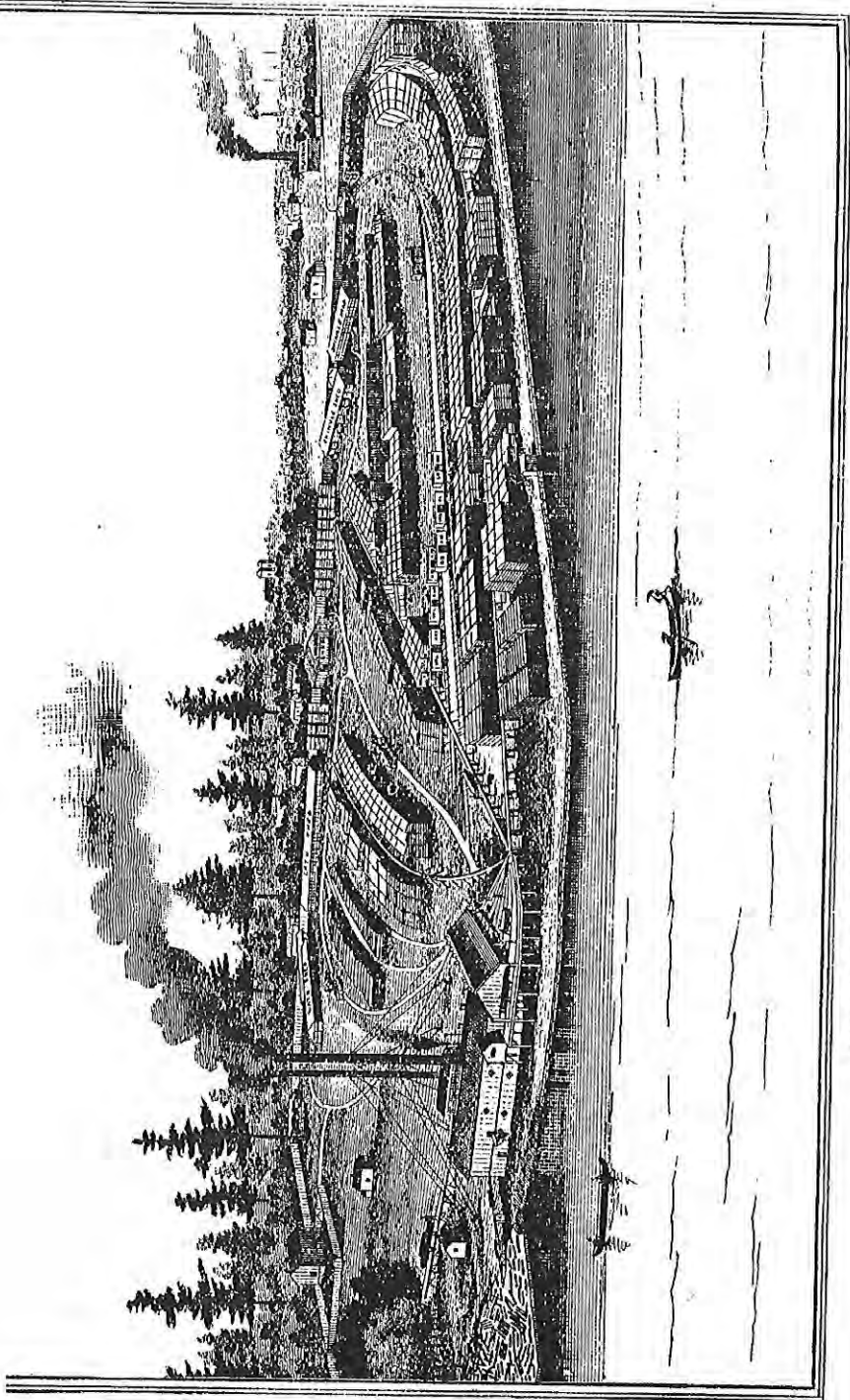
*(The following was sent in by member Larry Easton. Larry mentions this came from a booklet he believes was published in the 1870s.)*

When work was commenced on the Wisconsin Central Railroad, in 1871, Stevens Point had two small saw mills and a population of not more than 2,000. Now it has a population of from 3,000 to 3,500 and seven saw mills, of a total capacity of 60 million feet of lumber per year, besides other manufactories, giving employment to a large number of men. Portage County has now 28 saw and shingle mills.

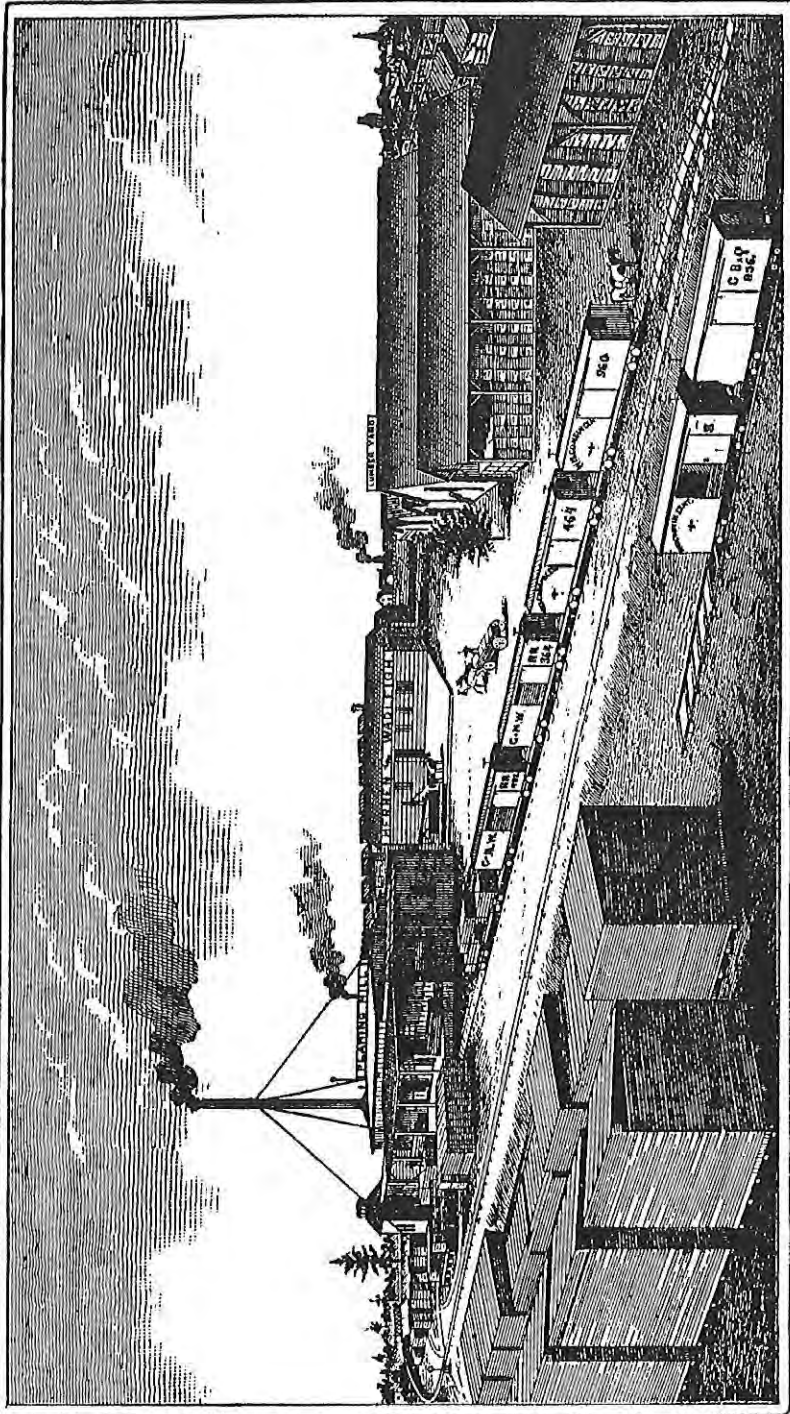
The soil of Portage County is generally a sandy loam, and is easily cleared and cultivated. The population of the county, by the census of 1870, was 10,634. The present population is 14,864. The number of acres cultivated last year were over 34,000, with nearly half of this being in wheat, the other crops including rye, corn, oats, barley and hops. About 51,000 bushels of potatoes were shipped by rail from Stevens Point last year. Apples and other hardy fruits are successfully cultivated. Building material is plenty and cheap, the principal business being the manufacture of lumber. There is also an abundance of fine building stone, white and grey sandstone.

The country is traversed in every direction by good roads. Messrs. W. Weston & Sons, of Stevens Point, in answer to inquiries, say: "In a residence of twenty-four years here, we fail to find a man who would succeed anywhere but has made property here. The timber is good. The soil is a sandy loam in this vicinity, but bears good crops, with ordinary skill. Tame grasses grow well, also red clover. Wild grasses cut from one to two tons per acre. The climate is healthy. There is an abundance of good water. Work is plenty." Messrs. N. N. McLeod, Thompson, Littlejohn & Co., W. H. Knox & Bro., and others of Stevens Point, write to the same effect.

Portage County seems to be peculiarly adapted to hop raising, to which much attention is given. There are also some extensive cranberry marshes, which are being improved. From Stevens Point the Railroad runs 40 miles in a northwesterly direction, 15 miles of which is in Portage County, 18 miles in Wood County, and 7 miles in Marathon County. The first station after leaving Stevens Point is Wisconsin Valley Junction (or No. 11, the number indicating the distance from Stevens Point). Here the Wisconsin Central Railroad is intersected by the Wisconsin Valley Railroad, running from Tomah to Wausau.



BOSWORTH & REILLY'S SAW-MILL AND LUMBER YARD.



HERREN & WADLEIGH'S PLANING MILL.

## MILLS OF PORTAGE COUNTY

*(The following is taken from History of Northern Wisconsin, 1881.)*

**BOSWORTH & REILLY.** In 1874, a mill was built on the site of the present mill, by Knox Bros., who occupied and operated it two years, and then sold it to A.E. Bosworth and James Reilly, of Fond du Lac, who had operated twelve years on the Wolf River, and were therefore practical lumbermen. The original cost of the mill and site was \$35,000, their booming privilege occupying one-half a mile of river frontage and having a storage capacity of four million feet of lumber. The mill has the latest improved machinery, and contains one double rotary, one single rotary, one shingle mill and lath mill, a gang edger, patent trimmers, bolting and slabbing saws, thirteen, all told. Seventy hands are employed, at an expense of \$2,500 a month, which is paid on the tenth of each month, in cash. The monthly product is 1.7 million feet of lumber, one million shingles, and 300,000 laths. The firm owns large tracts of pine lands, but considerable stock has to be purchased. The investment exceeds \$100,000.

**SANFORD H. KARMER'S** saw-mill is above the city, on the west side, and was built in 1873. It has a capacity of six million feet in a season. Twenty-five men are employed in the business of sawing, piling and handling.

**MEEHAN BROS. & CO.'S** saw-mill is located on the river, southwest from the Point. It was constructed in 1866, gives employment to 125 men, and cuts six million feet a year. The firm was formerly P. & J. Meehan. N. L. Anson is now a member.

**E. M. COPPS & CO.'S PLANING MILL** dresses 50,000 feet a day, and employs ten men, at a cost of \$5,000 a year. The property is valued at \$6,000. The mill was built in 1874, in company with Knox Bros. In 1877, Knox Bros. sold to Bosworth & Reilly. The same year the mill was burned. It was rebuilt by E. M. Copps and E. J. Hildreth, who now operate the concern.

**BROWN BROTHERS' PLANING MILL** was constructed in 1880, and has a capacity for surfacing of 50,000, matching 18,000, siding 12,000 per day. Employs fourteen men, and a capital of \$7,000 in the mill and \$12,000 in the general lumber business, having lumber, shingles, moldings, pickets, cedar posts, etc., for sale, delivered from the yard on the cars.

SIMON AUGUSTUS SHERMAN'S SAW-MILL was built at the mouth of the Big Plover, near the foot of Conant's Rapids, in 1854. Mr. Sherman operated it for many years, but the business is now carried on by his sons, C. A. and E. A.

WRIGHT & CHAFEE manufacture sash, doors, blinds and moldings, screen doors, and other work of the kind. The shop is on the side track, near Clark's mill, and the firm does a good business.

HERREN & WADLEIGH'S PLANING MILL was started by E. R. Herren and Henry Whitney in the fall of 1874. Began running January, 1875. In 1878, Whitney withdrew, when Herren was alone in the business until 1879, when Mr. Wadleigh went into the firm. The mill handles ten million feet a year, the dressing capacity being eight million. Twenty-five men are employed in the mill and yard. The engine is forty horse power, and the building is 84 x 36. The inclosure containing the mill and piling grounds has fifteen acres. In the spring of 1877, on the first day of this firm's starting the mill, the contents of the yard was destroyed, including four million feet of lumber, the loss falling on other parties. The planing mill, tracks and tramways, belonging to them, were destroyed. There are now elevated tracks. The shingle sheds will cover four million feet, and the lath sheds, 1.5 million feet. The Wisconsin Central side track extends the whole length of the yard, and lumber is handled directly from under cover to the cars.

WISCONSIN RIVER LUMBER COMPANY, A. H. Cronkite, president; John H. Walker, vice-president; B. G. Plummer, treasurer; E. R. Herren, secretary. This institution was organized in 1873, by L. S. Bargaen, J. P. Krieger, W. C. Wadsworth, S. S. Hobson, E. S. Davis and M. A. Wadleigh. The planing mill is 64 x 56; the shingle mill 64 x 32. A good business is done, and the company has a good reputation.

In 1858-9, William Weston built a saw-mill at Stevens Point, with a capacity of about 2,000 feet a day. The facilities were gradually increased until he now cuts 30,000 feet of lumber a day, and 30,000 shingles. The present mill was built in 1872. It is located on the left bank of the Wisconsin, near the business center of the city, and is operated by steam-power.

Mat. Wadleigh built a saw-mill on the Big Plover, seven and one-half miles from Stevens Point, in 1857, and operated it for ten years. The mill is now owned by Wm. Redding.

The WEBSTER MANUFACTURING COMPANY, above the city, has a saw-mill and hardwood manufactory near the boom on the river. J. W.

Brown had charge of the construction, and the arrangement of all the machinery. The mill was completed in the fall of 1881, and is 32 x 123 feet, the boiler house, 20 x 60 feet. There are three boilers and an engine of 96 horse power. The saw-mill proper has two slashing-saws, a circular, edger, trimmer and two bolters. In addition, there are various other machines for re-sawing and preparing lumber for wagon stuff and other special uses. The mill is situated so as to ship by the river or railroad. The mill employs thirty or forty hands a day. The railroad company has established a station at that point, to be called Nedister, and houses are at once to be built for the workmen, so as to secure stable and permanent hands. Oak and ash is used, and the prices paid at the mill are from \$7 to \$13 per thousand feet. E. E. Winch is the superintendent in charge here. In addition to this establishment, the Webster Company has mills in Menasha, Pittsville, Cadot, DePere, and also hardwood sawing done in Marshfield. This hardwood manufactory is a very important interest for Northern Wisconsin, and is only just in its infancy.

The lumber mills in Portage County in 1874, and the cut for that year (in millions of feet) were as follows:

P. & J. MEHAN	6
KNOX BROS	9
D. N. BEAN	2
J. ROBINSON	6
BURNS, THOMPSON & CO	6
MCDILL BROS	3
BROWN & RENSEAU	3
WALKER & WADLEIGH	4.5
READING & VAN ORDER	1
D. C. MCMILLAN	2.5
N. BOYINGTON	2.5
BURNS, THOMPSON & CO	3.5
WESTON & SONS	5
WISCONSIN RIVER LUMBER CO	5
KARNER & STEVENS	5
LESTER	1
J. HALL	4
HUTCHINSON & BRO	3
WALLACE & RADFORD	4
P. LAMOUX	1.5
H. LEE	.8
OLE WROLSTED	.8
A. H. BANCROFT	.8
TOTAL	79.9



## THE SILVER JACK SONG

*(I am sure that the lumberjacks, in what little spare time that they had, did their fair share of arguing. This popular song, also known as "Lumberjack's Revival" or "Religion in Camp", relates the tale of one such argument. Allegedly, Silver Jack's real name was Jack Driscoll, and he is believed to be buried in L'Anse, Michigan. This version of the song is taken from Songs of the Michigan Lumberjacks, by E.C. Beck, 1941.)*

I WAS ON THE DRIVE IN 'EIGHTY,  
WORKING UNDER SILVER JACK,  
WHICH THE SAME IS NOW IN JACKSON  
AND AIN'T SOON EXPECTED BACK.

THERE WAS A CHUMP AMONG US  
BY THE NAME OF ROBERT WAITE,  
KIND OF SLICK AND CUTE AND TONGUEY,  
GUESS HE WAS A GRADUATE.

HE COULD GAB ON ANY SUBJECT  
FROM THE BIBLE DOWN TO HOYLE,  
AND HIS WORDS FLOWED OUT SO EASY,  
JUST AS SMOOTH AND SLICK AS OIL.

HE WAS WHAT THEY CALLED A SKEPTIC,  
AND HE LOVED TO SIT AND WEAVE  
HIGHFALUTIN' STORIES  
TELLING WHAT HE DIDN'T BELIEVE.

ONE DAY WHILE WE WERE WAITIN'  
FOR THE FLOOD TO CLEAR THE GROUND,  
WE ALL SAT SMOKING NIGGERHEAD  
AND HEARING BOB EXPOUND.

"HELL," HE SAID, "IS ALL A HUMBUG."  
AND HE SHOWED AS CLEAR AS DAY  
THAT THE BIBLE WAS A FABLE;  
AND WE 'LOWED IT LOOKED THAT WAY.

MIRACLES AND SUCHLIKE  
WAS TOO THIN FOR HIM TO STAND;  
AND FOR HIM THEY CALLED THE SAVIOR,  
WHY, HE'S JUST A COMMON MAN.

"YOU'RE A LIAR!" SOMEONE SHOUTED,  
"AND YOU GOT TO TAKE IT BACK!"  
THEN EVERYBODY STARTED;  
'T WAS THE VOICE OF SILVER JACK.

HE CHUCKED HIS FISTS TOGETHER,  
AND HE SHUCKED HIS COAT AND CRIED,  
'T WAS BY THAT THERE RELIGION  
THAT MY MOTHER LIVED AND DIED.

"AND ALTHOUGH I AIN'T ALWAYS  
USED THE LORD EXACTLY RIGHT,  
WHEN I HEAR A CHAP ABUSE HIM  
HE MUST EAT HIS WORDS OR FIGHT."

NOW THIS BOB HE WEREN'T NO COWARD,  
AND HE ANSWERED BOLD AND FREE,  
"STACK YOUR DUDS AND CUT YOUR CAPERS,  
FOR THERE AIN'T NO FLIES ON ME."

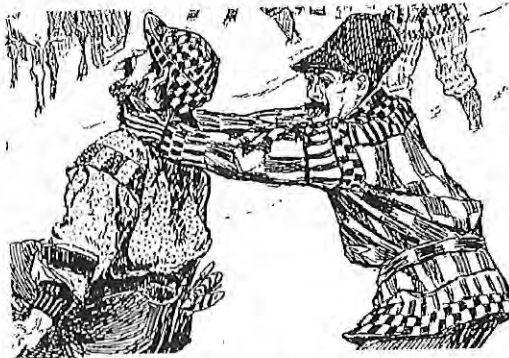
THEY FOUGHT FOR FORTY MINUTES,  
AND THE LADS WOULD HOOT AND CHEER  
WHEN JACK SPIT OUT A TOOTH OR TWO  
OR BOBBY LOST AN EAR.

BUT JACK KEPT ON REASONIN' WITH HIM  
TILL THE CUSS BEGAN TO YELL,  
AND BOB 'LOWED HE'D BEEN MISTAKEN  
IN HIS VIEWS CONCERNING HELL.

THEN JACK HE GOT BOB UNDER  
AND HE SLUGGED HIM ONC'T OR TWIC'T'  
AND BOB CONFESSED ALMIGHTY QUICK  
THE DIVINITY OF CHRIST.

SO THE FIERCE DISCUSSION ENDED,  
AND THEY ROSE UP FROM THE GROUND.  
SOMEONE BROUGHT A BOTTLE OUT  
AND KINDLY PASSED IT ROUND.

AND THEY DRANK TO JACK'S RELIGION  
IN A QUIET SORT OF WAY,  
AND THE SPREAD OF INFIDELITY  
WAS CHECKED IN CAMP THAT DAY.



THOMPSON & SON,

MANUFACTURERS OF

**SHINGLES,**

STEVENS POINT.

---

WISCONSIN RIVER LUMBERING CO.,

MANUFACTURERS OF

**LUMBER.**

STEVENS POINT.

---

S. H. KARNER,

MANUFACTURER OF

**Lumber & Shingles.**

STEVENS POINT.

---

WALKER & WADLEY,

MANUFACTURERS OF

**LUMBER,**

STEVENS POINT.

---

M. ROSSAU,

MANUFACTURER OF

**Lumber & Shingles,**

STEVENS POINT.



*Fig. 27. Giles' Drag Sawing Machine.*

# How to Tell the Age of a **H O R S E .**

**A POCKET MANUAL OF GREAT VALUE.**

Written by PROF. HEARD, a member of the Royal College of Veterinary Surgeons, London, and one of the Professors of the New York College of Veterinary Surgeons.



The importance of knowing how to tell the age of a horse by an examination of his teeth, cannot be over-estimated by those who have occasion to **BUY HORSES**. Such knowledge is **VALUABLE** alike to the **FARMER, MERCHANT** and **MECHANIC**, and may often *save many dollars* to its possessor. By a study of this book, all may learn in a short time to become experts. Engravings are given showing the

shape of the teeth from the age of **Two-and-a-Half Years** up to **Twenty Years**. The **TRICKS** of horse traders who "**Doctor-Up**" the teeth of **OLD HORSES** to make them **LOOK YOUNG**, and thus deceive purchasers, are fully **EXPOSED**, and the matter explained so clearly that no one need be cheated. This is the most practical book of the kind ever published. There is a chapter also on **Horse Character**, or **How to Tell the Disposition of a Horse**; whether **Kind and Gentle**, or **Vicious and Unreliable**. Bound in extra cloth, with ink side-stamp. Price 30 cents. Sent by mail on receipt of this amount in postage stamps or otherwise. Address

**M. T. RICHARDSON CO.. Publishers,**

**New York.**

## COMMITTEE CHAIRS 1999-2000

**Distinguished Service Awards**  
Randall Rohe

**Forestry Hall of Fame**  
Don Lambrecht

**Publicity**  
Carl Krog

**Student Awards - Scholarship**  
John Saemann

**Annual Proceedings - Editor**  
Miles Benson

**Auction Committee**  
Michael Sohasky

**Traveling Exhibits**  
James Adamson

**Archives**  
Frank Fixmer

**FHAW MEMBERS ARE ENCOURAGED TO SUBMIT  
ITEMS FOR THIS NEWSLETTER TO THE EDITOR:**

Ray Clark, 1004 Eagle Drive  
Sobieski, WI 54171  
Phone: 920-822-2004

The Post Office will not forward bulk 3rd class mail.  
Please inform the secretary of any change in address.



*Forest History Association  
of Wisconsin, Inc.  
410 McIndoe Street  
Wausau, WI 54403-4746*

NONPROFIT  
ORGANIZATION  
U.S. POSTAGE

**PAID**

DE PERE, WI  
PERMIT NO. 104