

***Chips***

***and***

***Sawdust***

**A Newsletter**

**From**

**Forest History**

**Association of Wisconsin, Inc.**

**403 McIndoe Street**

**Wausau, WI 54401**

**February 1992**



## Editor's Notes

This issue of "Chips and Sawdust" begins my fifth and last year as editor. I accepted the position with the idea that by increasing the size and improving the quality of our newsletter, we could better retain current members and attract new ones. Although I increased "C & S" to 24 pages, I kept the cost about the same. This was possible only because Lynn Paque, head of Public Relations at UWC-Waukesha, agreed to typeset the copy for a minimum charge. She in turn donates this to a UWC-Waukesha scholarship in the name of FHAW. By doing the paste-up, xeroxing, assembling, labeling and mailing, etc. myself, I further helped to keep the costs down. Generally I spent 10 to 15 hours writing "C & S", 3-4 hours proof reading, 1-2 hours doing paste-up, 2 hours xeroxing, and 4-5 hours assembling and labeling. Without Pat Collins' help, it would have taken even longer. Often it did because I had problems with our xerox or folding machines, or the Pewaukee Post Office. Not included in all of this are all the hours that I've spent gathering material to use in "C & S." Despite repeated requests, seldom has anyone, except for personal friends or acquaintances, submitted items for the newsletter.

I believe five years is enough to see if something is going to work. It's obvious that my efforts via "C & S" to retain and increase membership hasn't worked. It is time for someone with new ideas and fresh enthusiasm to give it a try. Further, the selling of my house, my upcoming marriage and profes-

sional responsibilities will give me little spare time in the next year.

Whomever takes over the position of editor would not necessarily have to invest the time that I did. We could go back to a smaller newsletter and have the xeroxing, assembling, etc. done by a printer. I would be glad to help get the new editor started. I have a file of material that would give him or her a good start.

Anyone interested in becoming editor of "C & S," please contact Mike Sohasky or Frank Fixmer. I intend to serve two more years as editor of the Proceedings, giving me ten years in that position. I hope to serve the FHAW in other, more fruitful ways in the future.

**Randall Rohe, Editor**

## **A Novel Sawmill**

**O**ne of the changes that occurred in lumbering over the years was the source of power that ran the sawmills, from water to steam to electricity. The *Hardwood Record* of May 25, 1907 described one of the first of these mills in Wisconsin.

A novelty in the sawmill line may be seen at Oshkosh, Wis., on the property of Buckstaff-Edwards Company; it is an electric sawmill, the second of the kind to be put in operation in that city. The other is used by the Oshkosh Logging Tool Company, and both mills have been proven successful. The former company is a manufacturer of caskets, chairs, etc., and during the two weeks or more that the mill has been operated, it has "eaten up" a



good-sized pile of hardwood logs, and has fulfilled expectations in its rapid disposal of timber, and in its ease of operation. Many outside millmen have visited the plant, as it is unique to see a mill running in which not a particle of steam power is employed, and where the familiar sounds of the ordinary saw-mill are missing.

The birch, maple and elm used by the Buckstaff-Edwards Company are brought from the northern part of the state by rail, unloaded from the switch track in the mill yard and piled up to a height of perhaps twenty feet by the aid of electric power applied through a windlass. A car holding three or four logs is pulled up the slip, which is graded at about forty-five degrees, to a platform. The power for the car comes from an electric winch. From the platform the logs are rolled off to another platform next the carriage, on which, one at a time they are carried back and forth past the big band saw, which takes off a plank or slab at every trip. The rolls and the conveyor, as well as the slasher and other mechanical appliances about the mill are run by a 75-horsepower electric motor. Eight men are required to operate the plant. Its capacity is 15,000 feet of lumber daily. The power is generated in the boiler engine room of the factory, where a steam engine runs the necessary dynamo. At the mill no attention is required by the motor except to start and stop it. Two men handle the logs on the slip, two ride the carriage, one acts as head sawyer, one takes the boards away from the saw, one runs the slasher and one takes the boards from the conveyor. The outfit cost about \$7,000, and is expected to effect considerable economy to the users.

# Search for a Phoenix Steam Hauler

The FHAW recently received the following letter from the Paul Bunyan Logging Camp at Eau Claire via the Wisconsin Paper Council.

The DNR office here suggested writing your organization for possible ideas and/or assistance in our quest to find a Phoenix Steam Log Hauler. They were manufactured here during the years from 1902 until 1922.

Our museum, an authentic logging camp of the 1890's, depicts the history of logging in this area of Wisconsin. An excellent interpretive center introduces the visitor to the bunkhouse and cooks' shanty, heavy logging equipment, blacksmith shop and barn, plus numerous artifacts and photographs.

One item missing from the display is the Phoenix Log Hauler. We know of eight in existence: One each at Rhinelander and Wabeno, WI, at Osage, IA, in Alaska, and two of them at Saskatoon, SK and in Finland. No one seems inclined to part with their units.

Old time loggers that might know or able to help in the search are mostly gone. This is why we are writing you, with hope that you or someone in your organization may have knowledge as to the location of one, or be able to help in our search. We would appreciate hearing from you on this matter. If other

information is needed, please let us know. Thank you.

Henry Strand, President/Director of the museum can be contacted at Carson Park, P.O. Box 221, Eau Claire, WI 54702.

## Lambrecht Profiled

**P**eg Schmeling profiled FHW member **Don Lambrecht** in the *Green Bay Press Gazette*, December 11, 1991. The following is excerpted from her article, "Retired forester is rooted in history."

Don Lambrecht is doing his part to preserve the history of Wisconsin forests and its logging industry. "There is such a wealth of information and a lot of it is being lost," said the retired forester.

Lambrecht is active in the Forest History Association of Wisconsin and recently joined its board of directors.

He grew up in metropolitan Milwaukee, but cultivated an interest in the woods during family summer camping trips. He earned a degree in forestry from the University of Michigan, then spent three years in the Navy.

When he was discharged in 1946, Lambrecht was hired by Northern Paper Mills of Green Bay, a predecessor of James River. He was sent to a company logging camp in Ontario, accessible only by the Algoma Central Railroad.

Ten families lived in the headquarters town; there were also five or six logging camps as much as 10 miles away. Lambrecht laid out roads and campsites for the logging operations, and supervised cutting.

"We were quite comfortable there," he said. "The house was built on skids. Of course, there was no running water."

His tales of the woods include descriptions of ice roads made with water every winter, on which the trucks brought out the logs cut the summer before. He was woods superintendent when he left in 1952. There was only one power saw there when he left.

"It was an experience I never regretted," he said. But six years was long enough to spend in such a remote setting.

"You need more outside contact over a long period of time," he said.

After leaving the woods, Lambrecht's career continued in Green Bay and included 18 years in Menominee, Mich., before retiring on Jan. 1, 1984. At that time he was company manager of woodlands operations for American Can Co., now James River Corp. in Wisconsin and Upper Michigan.

Along with FHAW member **Richard Smith**, Don participated with the editor in the excavation of a 20th century logging camp -- Woodland Indian site near Boulder Lake in Langlade County during June. Excavations are expected to continue this June. For information contact Mark Bruhy, Archeologist, Nicolet National Forest, 63 S. Stevens St., Rhinelander, WI. Phone 715-362-1361.



## Logging Books for Sale

Mrs. Richard (Doc) Brown donated a number of copies of Doc's logging books to FHAW to sell with the proceeds going to the association's memorial fund. Copies may be obtained by writing Frank Fixmer.

*Logging Railroads of Rusk, County, WI.* \$4.25

*Rails Into the Pine: 1883-1910; The Chippewa River and Menomonie Railway,* \$4.25

*Sawmilling and Sawmills of the Chippewa Valley,* \$7.50

## Lumbering Locomotive Explosion

In the 1870s and 80s the Morse Machine Shop of Oshkosh constructed a number of small logging locomotives for use on logging spurs, pole roads, and tramways. The *Oshkosh Northwestern* (3 June 1882) detailed what happened to one such locomotive.

Late yesterday afternoon the brief news came by telegraph from Norrie, on the Milwaukee, Lake Shore & Western railroad, that the boiler of a lumbering railroad locomotive belonging to Schomer & Gallagher has exploded killing two men and badly injuring others. As the locomotive was in charge of Alex Gallagher and had just been taken from this city to Norrie by him it was supposed, at first, that

Gallagher must have been one of the men killed or injured, and for a time his wife was left in great suspense until further news could be obtained, while the many friends of Gallagher here were anxious to hear further tidings from the scene of the catastrophe. Mr. Schomer later in the evening received further telegrams from Norrie giving but brief particulars of the accident, and bringing the assurance that Gallagher was uninjured. From this news received by Schomer and the statements of those who arrived down this morning from that direction it appears that the explosion took place yesterday at noon during the dinner hour. It seems that Gallagher who was running the locomotive run down to within a short distance of the Traffic Company's mill and left the locomotive on the track while he went to dinner. There was then, according to information received by Mr. Schomer, thirty pounds of steam on the three gauges of water. The fireman, named Hopkins, and four or five others, having their dinner pails with them sat down on the railing or platform on the locomotive to eat, to enjoy the warmth coming from the boiler of the locomotive, as the day was raw and cold. It was while these men were seated or standing about the locomotive eating their lunches that the explosion occurred. The exploding boiler was carried about 300 hundred feet taking the machinery of the locomotive with it. Hopkins, the fire man was ripped in two through the abdomen and one man, a Dane, whose name could not be learned, was literally torn to pieces and parts of his body scattered in every direction. When Schomer heard from there last night his head had not yet been found. Three or four others were badly injured or scalded, two of whom it was thought

would die. No names have been ascertained yet, except that of Hopkins, although none of the men killed or injured were from this city. Mr. Schomer thinks the Dane who was torn to pieces was a man named Jensen whose home is in Ogdensburg, Waupaca county. Hopkins lives at Bear Creek. Train hands on the Lake Shore train that arrived here at 11 this morning say that two dead bodies were brought down to New London this morning. Mr. Schomer expected the particulars from Gallagher down by train this morning, but no letter came.

The locomotive in question was a small, light one made here at Morse's shop and shipped to Norrie last Tuesday. Schomer & Gallagher have four miles of lumbering railway extending from Lake Gotuit into the pineries, so as to reach some 13,000,000 feet of logs cut the past winter. A dock had been built to facilitate the dumping of the logs from the cars into the lake. The boiler of the locomotive was twelve feet long with a diameter of 88 inches and was made by M.T. Battis last winter, and the best of material and workmanship was put into it. Cylinder were attached to each side of the boiler which worked a shaft running crosswise beneath the boiler on which shaft were the gears that drove the broad flanged wheels on which the locomotive platform rested. It was just the machine for the business intended, and all hands were expecting to do good work with it in hauling logs from the skids in the woods to Lake Gotuit on which the Traffic Co.'s mill is located. The locomotive was shipped to Norrie on Tuesday and was got in good running trim by yesterday forenoon, and it was the calculation to have commenced haul-

ing logs with it in the afternoon, as soon as the men had finished their dinners. But that was the last dinner two of them at least will ever eat in this world.

Mr Schomer's idea of the cause of the explosion, is, lack of water in the boiler. He thinks that the boiler being new and greasy was foaming and the gauges indicated more water than was actually in the boiler.

It is thought probable, also, that the men to keep warm punched up the fire and got up more heat than the actual amount of water in the boiler would stand.

## U.P. Logging Boats.

**L**ou Northam recently sent me the following article by Kristen Hay from the *Kalamazoo Gazette*, September 1, 1991.

On a recent trip to the Upper Peninsula town of Manistique to investigate some watercraft used in the logging industry, Michigan Maritime Museum curator Kenneth Pott found two more boats than be expected and the residents' surprisingly rich historical resources.

The boats were exposed last spring when the water level of the Indian River near Manistique dropped. Department of Natural Resources rangers had estimated that there were at least four boats in various states of decay on the river bottom.

But when Pott dove into the cloudy river water, he found six boats.

One of the vessels is a 58-foot by 20-foot barge built around the turn of the century. It was equipped with a steam-powered winch that was used to lift sunken logs from the river bottom, Pott said. Only about 12 feet of the barge was above water. To explore it, Pott had to dive into 10 feet of murky river water infested with leeches.

"We found a significant number of artifacts lying on the deck of the barge," Pott said. He and his colleague, Patrick Labadie, director of the Canal Park Museum in Duluth, Minn., spent three days on the site mapping and documenting the artifacts on the vessels.

Some of the men Pott interviewed remembered playing on the exposed barge as children. Pott said that the residents, some of whom had kept archival quality photograph collections, helped them to find information about the area's lumber industry.

Manistique's residents have shown a lot of support for the project, Pott said. In fact, the study is being funded by a grant from the Manistique Charities of Manistique Paper, Inc.

There is support in the Lower Peninsula as well. Kar Labs of Kalamazoo is doing an analysis of the sediment for the site.

Logging was an important part of the history of the state, Pott said. The Indian River find is significant because few examples exist today of vessels used in connection with lumbering, Pott said. Three of the boats are 20th century gasoline-powered watercraft and two are lightweight scow barges, possibly used in a floating bridge operation. He said the



team also spotted the remains of a floating bridge structure.

Pott and Labadie will produce a report and drawings on how the barge and other vessels would have functioned during the heyday of the lumber industry, and recommendations for site management or further site study.

## A Modern Logging Camp.

In 1926 the Rev. Ernest E. Clarke visited a New Dells Lumber Company logging camp. The *Eau Claire Leader* of February 20 carried the following article on his visit.

This was my first visit to a great lumber camp. I had read about this industry. I had seen movies revealing the life and process of the lumberjack life, but it remained for me to see the thing at first hand. I have now seen the whole operation in reality and action, from the felling of the trees in the forests, through the scientific hauling and loading, carrying the logs down to the city to be placed in the saw mill, and finished there for use in one way or another.

Monday we landed at the New Dells station headquarters, at Kennedy, several miles out of Rice Lake. That afternoon we boarded a Ford car on the rails, and sailed north seventeen miles through the woods, passing camps on the way, until we came to Camp No. 31, well-organized, well-regulated, well-engineered, well-ordered--everything moving smoothly.

### A Big Feed.

My first experience was to be initiated to a lumberjack's dinner. I sat down before the tin cups, tin plates, and good substantial crockery. Lumberjack "everwear". It was a roomy, well-ventilated, and fine looking dining room, which seated about 200 men. Before me I saw three kinds of meat, fit for a king; it tasted fine, pork and beans, rudies, potatoes, cookies, cake, and mince pie. It was a swell lay-out. I ate with relish, and enjoyed my full share. Mr. Lange did his part too, and shared in the same experience.

Before we started out for our trip through the woods, Mr. Hosford said, "I will have been experiencing this life for 16 years with the New Dells company the 1st of May." Then he made a statement which gripped me, saying, "Lumbering is like a great campaign, you have to move forward all the time. You have to have your generals and lieutenants and captains, and responsible men to work through, or you would not get anywhere in this business." So it is like an army advancing on the battle line before the enemy. Instead of men being the objects of destruction, there are trees--pines, hemlocks, balsam, birch, spruce and other towering monarchs of the forest. With this idea in mind, it made my experience very novel and adventuresome.

#### **Up at 5 O'clock.**

Bright and early on Wednesday, and I can say, for once in life I kept John Wesley's rule for early rising, getting out of bed at 5 o'clock. I also observed another good old law, "Early to bed, early to rise", because I was in bed by 8:30 Tuesday evening.

I stepped into the dining room at 5:30 at the call of the bugle, and saw 150 men at breakfast--big, husky, masculine fellows. They were enjoying an early morning meal of griddle cakes, ham, coffee and cookies, etc., before staring out to the woods.

In this camp there were six cooks, (first cook, second cook, and four cookees, and bull cook), a blacksmith's shop, carpenter's shop, a filing room, a store, and 150 men. The office at the camp serves as a store, where the lumberjack can buy his tobacco and smokes, candy, suits, caps, shoes, outfits, and a little bit of everything the men might need. There was also a big barn where 41 head of horses had to be cared for by the men.

The labor situation is a problem. There are too many "camp inspectors". By that term is meant, too many men who come and go. Men who work a few days at one camp, and then go to another to work. It constitutes a regular procession. The men reveal a "restless spirit." Many are always on the move.

The new way of lumbering is very attractive and interesting and surprising. For five miles we traveled along an ice road, the like I had never seen before. This was for the purpose of bringing the logs down from the camps to the landing stage. The sleighs pulled by a big caterpillar tractor hauls from 13 to 20 sleighloads each time. I saw one great sleighload arrive at the landing, carrying 16 sleighs full of logs. Each sleighload will average between 4,000 to 5,000 feet of logs. The steam tractor will pull as high as 75,000 feet of logs at one load. As high as 81,000 feet have been hauled. This ice road is a remarkable thing for log transportation. It is

quick, and smooth, and efficient, and carries the load with great ease. By the end of this logging season, Mr. Hosford said "there will be 17,000,000 feet of logs handled at the different landing stations in the New Dells camps, directing them to the mill for cutting and different industries." The steam loader at the landing stage is a great sight. This steam loader will pull an entire load of 5,000 feet to 7,000 feet of logs off the sleigh onto the skids, where they are picked up at 4 and 5 logs a load and loaded on the cars for shipment to Eau Claire.

At each skidway, along the road side, in the woods are found thousands of feet of logs, which are decked, ready to be loaded on to the sleighs. The loading of the sleighs is a quick and scientific process, with a loading crane apparatus, and each log is hoisted by horse power in a swift fashion. After each sleigh is loaded at the skidway, the sleigh is pulled down to the "spotting ground", where by a small gas tractor, [sic] and the sleighs are lined up in train loads of 13 sleighs to 20 sleighs to be hauled along the ice road for shipment on the rails.

The modern machinery, and the scientific manner in which the logging industry is managed, had changed the whole horizon, and outlook of the logging business. Old things have passed away, behold all things have become new. Mr. Hosford reports "that from the four great lumber camps of the New Dells Lumber Company, there are 250,000 feet of logs handled each day, of which 60,000 feet are shipped by railroad to Eau Claire daily. Some days more than 60,000 feet are shipped, some days less, but a general average will estimate about 60,000 feet each day, shipped to Eau Claire." Besides cutting

logs, the New Dells Lumber Company are cutting tie timber, pulp wood, cedar posts and poles. There are about 600 men engaged in the New Dells lumber industry at the camps at present.

With four great lumber camps in operation and 600 men busy all the time; with two caterpillars; with one steam jammer, and with one locomotive at work, bringing 250,000 feet of logs down daily to the New Dells Kennedy station is a credit to the splendid and efficient management of Mr. Hosford and his far-sighted leadership, and the cooperation of his staff at the camps.

Late Tuesday night we arrived at headquarters. The evening was spent in listening to the radio. It was perfect. We heard New York, Atlanta, Chicago, Denver and Los Angeles and other stations. Charles Bricco, of Eau Claire, is in charge of the office at head quarters, and he gave us a royal reception and served us with late tea and cookies and other good things. From the first to the last moment, everything has been crowded with interest and attraction to me.

## Logging Folklore

Logging and woods related occupations have dominated the northern areas of the Upper Midwest for well over a century, contributing ballads, jargon, legends, and humorous narratives aplenty to the region's folklore. Told by loggers or their descendants (Yankees, Canadians, Irish, Ojibwas, French, Finns, Swedes, and Germans), they span the



industry's major periods: white pine felling and river drives (1870-1910), hardwood logging and transport by rail (1900-1940), and pulp-cutting and trucking (1930-present).

The jokes vividly chronicle changes in the nature of logging, while cataloguing common occupational experiences. Through them we glimpse the trek into the woods, the acquisition of specialized skills and language, and joys and dangers of the work itself, the camps replete with bed bugs, pranks, bad food, and banter, the river drive, and revelry in towns.

### **"Canvas Cakes"**

It came April 1 and the cook thought he would play a joke on Bog Dickey. He cut a piece of soft canvas the size of a pancake, dipped it in pancake batter and fried it. He managed it so Bog got the canvas pancake.

Bog lifted it to his plate, put on some syrup. He sawed with his knife trying to cut the cake and noticed the canvas, so he shoved it to one side of his plate.

The cook noticed this and said, "What's the matter Bog, don't you like my pancakes this morning?"

Bog said, "Well sir, I never did like tailor-make pancakes."

### **"The Flea Count"**

One winter a lumber jack went to a neighboring camp and said he came for some fleas since his weren't doing so well. He said had never had so few in his clothes. A flea count was suggested between the visitor and a local lumberjack. Bets were made and the procedure began. The men stripped themselves of nearly all of their clothes and the count began before all the members of the camp. One man counted 67 while the outsider found 76.

### **"Crawling Clothes"**

And then there was one camp where a lumberjack came in the evening looking for work. And he wanted to stay overnight. But they didn't want to let him into the camp till they checked him for bedbugs. And he was just crawling with bedbugs. So they took his clothes off of him and hung them outside. And then took him in and he had to take a real good bath.

And in the morning he looked outside for his clothes, but he couldn't see them. Then he looked towards the barn. And here the clothes had crawled over to the barn door trying to get in the barn where it was warm.

### **"The Irishmen's Cant Hook"**

Albert Mills had camp on the Chippewa River and one day one of his teams got stuck. He sent the Irish shantyboy to get a cant hook to help him out. The boy was gone a long time and finally came back driving the camp's "muley ox" (an ox with no horns).

Mills turned to Pat and said, "What the devil you doing with that muley ox? Where is that cant hook?"

The boy replied, "Sure and bejabbers, this is the only thing I could find that can't hook."

(The above are all from James P. Leary's *Midwestern Folk Humor: Jokes on Farming, Logging, Religion and Traditional Ways*. Available from August House, P.O. Box 3223, Little Rock, AK, 72203, hardcover \$24.95, paperback \$11.95.)

## Log Drives on Eau Pleine to Be But Memory

The following article seems to refute the commonly held belief that hardwoods could not be river-driven to the mills because of their green weight. The lateness of the drive is also unusual. It must have been one of the last ones in the state.

STEVENS POINT, WIS. The last log drive down the Eau Pleine and Wisconsin rivers to Stevens Point will soon be but a memory. Three million feet of hemlock and hardwood logs, the season's cut of the John Week Lumber company, lie banked and in the shallow waters of the Eau Pleine in the town of Green Valley, Marathon county, awaiting heavy rains to swell the stream and bring them down river to the company's boom here.

Not within the memory of any riverman hereabouts, and recollections go back 50 years and more, has there been a spring when a log drive has not been started much earlier than now. And even now there is no likelihood that the last drive will begin at once.

The customary time for "driving" is the first two weeks in April, when melting snow and ice swell the streams. This year, when the ice went out and the snow melted, no high water came. The logs are still on the banks, where they must remain until heavy rains solve the problem.

Practically all the company's big timber in Green Valley was cut with the completion of the past winter's work and thus no more drives will be made. The cut of 3,000,000 feet will provide a good average drive.

A lesser log drive is now being made and logs from nearer the destination are arriving in Stevens Point booms daily. These were cut on Week holdings near the Wisconsin river and thus it is possible to get them started down the Wisconsin.

*(Superior Telegram, May 2, 1925)*

## Lake Superior Deadheads

Past issues of "Chips & Sawdust" have noted that during the early part of this century many attempts at salvaging sunken logs took place on the streams and lakes of Wisconsin. Apparently these operations did not get all the logs. Recently Claire Duguet wrote the following in an article "Sunken Treasure: Divers Salvage Logs Lost in Cold Lake Superior."

Instead of using chain saws and skidders, divers are experimenting with harvesting timber from Lake Superior's Chequamegon Bay using scuba equipment, air bags, a tugboat and a crane.

Divers say the shoreline near Bayfield, Washburn and Ashland is covered with white pine, oak, and spruce logs lost from pulp rafts and mills during the turn-of-the-century lumber heyday.

The cold Lake Superior water has preserved the logs. When sawed, the 100-year-old logs still have valuable wood inside.

Scott Mitchen, Bayfield, president of Explorations International, an archeological salvage firm, hopes to create a sawmill museum and a working state-of-the-art mill utilizing logs retrieved from the bay and inland lakes by divers.

The sawmill -- and an accompanying reproduction of a logging camp -- is planned as a major tourist attraction. The sawmill will be a working mill, using techniques and equipment used in the 1800s, allowing visitors to get a real view of old-time logging. Getting artifacts for the museum will be no problem.

"The lake was the first disposal site for the mills," said Robert Holland, a partner of Mitchen. "The bottom is littered with saw-mill and logging equipment." He hopes to build the attraction in Ashland or Washburn.

Mitchen and Holland recently demonstrated how they planned to retrieve the sunken logs. They pulled two massive logs from Chequamegon Bay, assisted by Nelson Construction, La Pointe.

"There are hundreds of logs down there, all different sizes," Mitchen said. "It's like looking at a pile of Lincoln logs."

Mitchen and Holland found the two logs they pulled from the water in about 50 feet of water just south of Bayfield. The pair attached air bags to the logs to float them to shallow water, where they could be easily lifted with chains by a crane sitting on an anchored barge.



The foregoing article appeared in the *Milwaukee Journal*, September 23, 1991.

## Recent Publications

- Krog, Carl E. "From White Pine to Hardwoods: the Transitional Decades of Lumbering in Northeastern Wisconsin" *Timber Producer* (May 20 1991): 56-60, 64. 1890s through 1920s.
- Ryan, J. C. "Superstitions, Omens, and Traditions." *Timber Bulletin* 46 (February/March 1991): 20-22. Minnesota logging camp folklore, early twentieth century.
- Schuessler, Raymond. "The Lumberjack's Horse." *Timber Producer* (March 1991): 20-22. Late nineteenth century.
- Hosmer, Brian C., "Creating Indian Entrepreneurs: Menominees, Neopit Mills, and Timber Exploitation, 1890-1915," *American Indian Culture and Research Journal* 15 (Number 1, 1991). Discusses the building of a sawmill at Neopit by the U.S. government and its impact on the Menominee Indians.
- White, Angus L. *A History of John Schroeder and the John Schroeder Lumber Company, Milwaukee, Wisconsin*, 1990. Available from Forest Resource Center, Lanesboro, MN 55949, \$8.25. Consists mostly of newspaper excerpts on the John Schroeder Lumber Company and its operations in Wisconsin and Minnesota.

## In Memoriam

**G**ordon B. Sorenson, 85, Drummond, died Tuesday, Nov. 5 1991 in the Ashland Health Care Center. He was born Aug. 27, 1906 at Drummond. He attended school in Drummond until 1926, when he began work at the planing and saw mill in Drummond. In 1928 he went to Kent, Ohio, where he attended the Davey Institution of Tree Surgery for two years, and then worked for the institution until 1930, when he returned to Drummond and worked at the mill again. He entered the CCC and worked for the U.S. Forest Service, spending seven and one-half years at Camp Delta between Drummond and Iron River. After the war he returned to the U.S Forest Service, where he worked until his retirement in 1969. He worked for the Forest Service for a total of 32 1/2 years.

He assisted the Drummond Museum and helped form the Drummond Historical Society, of which he was a former president. He was also a former director of the Bayfield County Historical Society, and was recognized by the State Historical Society for his work on the 1982 Drummond Centennial book. He was a charter member of the Forest History Association of Wisconsin.

A memorial has been established for the Drummond Historical Society.

(From: Eastern Forest Service Retirees' Newsletter, Nov. 1991.)

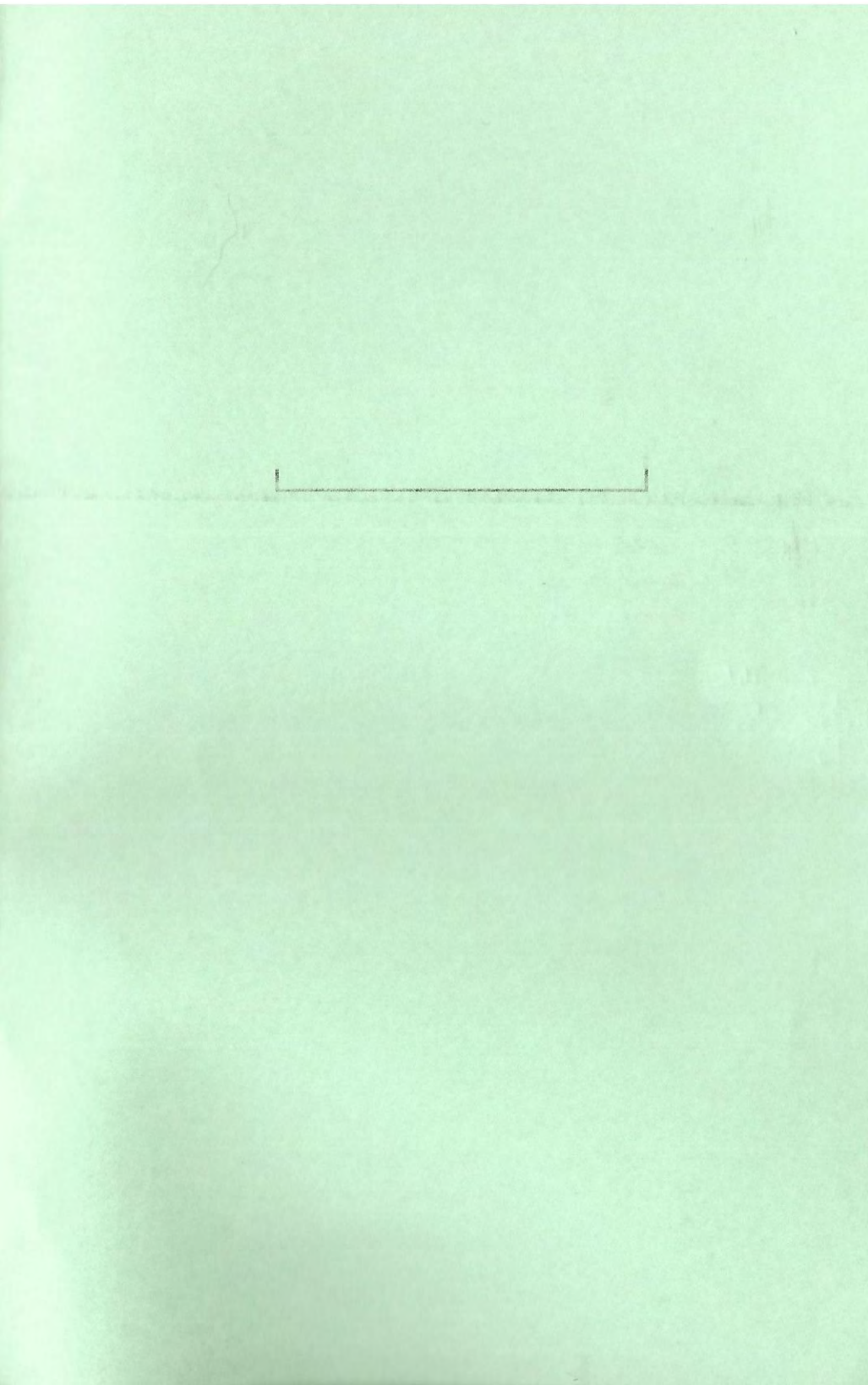
## Annual Meeting Date Set

The sixteenth annual meeting of the Forest History Association of Wisconsin will be held October 10-11, 1992 at Trees for Tomorrow Environmental Center in Eagle River, WI.

The program will consist of a panel of guest speakers presenting papers revolving around the theme: Logging, Saw milling, and Land Stewardship History Near the Wisconsin Michigan Border. On Saturday, October 10, speakers will present papers on the Sylvania wilderness, development of the CCCs, the founding and early days of "Trees", industrial forest history, and much more. An auction of logging artifacts will culminate the day's activities. Saturday evening will feature dinner, the presentation of FHAW's distinguished service awards, and entertainment. Plans for Sunday include organized tour stops to various historical sites in the morning and an optional visit to Carl Schel's Wood Museum in Eagle River right after lunch.

Complete details and advance registration forms will be mailed to all association members in early September. For more information, contact Michael Sohasky, association president and chairman of the planning committee, at P.O. Box 460, Antigo, WI 54409.

**Paper for this issue of "Chips & Sawdust"  
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