

A NEWSLETTER
From

FOREST HISTORY
ASSOCIATION OF WISCONSIN, INC.
403 McIndoe Street
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SPRING 1996

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MEMBERSHIP DRIVE

We are asking that all members of FHAW help to increase our membership. Why is this important, you may ask? It is important for the health and survival of our organization! For several years our number of members has hovered at just over two hundred. This is a very small number, considering that we are a statewide organization. Also considering that tens of thousands of people in this state have been involved in the lumber industry over the years, we could be much larger. With our small membership, and thus limited funds, we are restricted from participating in and contributing to many worthwhile events and causes. Increased membership would also allow us to improve the scope and quality of our publications. Most importantly, our goal should be to share Wisconsin's forest history with a greater population, giving us assurance that this history will be preserved for years to come.

We ask that each current member of FHAW strive to recruit at least one new member this summer. A membership application is enclosed at the center of this issue of C&S. We appreciate your help.

BOARD OF DIRECTORS MEETINGS

An FHAW Board of Directors meeting was held in Antigo on May 30, 1996. Results of that meeting will be published in the next issue of C&S. One decision made at that meeting which must be announced now is to hold a raffle at the FHAW annual meeting, to be held in Ladysmith on September 28 and 29, 1996. A special flyer requesting donations for raffle items is at the center of this issue. The next Board of Directors meeting will be held in Minocqua on August 2, 1996. The focus of the next meeting will be final planning for the annual meeting.

NEW ADDITION TO NATIONAL REGISTER OF HISTORIC PLACES

Among the most recent entries on the National Register of Historic Places is a former recipient of the Forest History Association's Distinguished Service Award. The distinction was conferred on the Camp Five Farmstead near Laona, Wisconsin, in Forest County. This property is the site of the Camp Five Museum, one of the nation's outstanding museums, which tells the story of Wisconsin's logging and lumbering industry since its beginnings in the middle of the 19th century.

The Camp Five Farmstead began operations in 1913-14 to provide the food and housing needs of the logging crews and horses that sustained the Connor Lumber Company's timber harvesting activity in that area. The museum eventually established there tells the story of that era with remarkable displays of artifacts, memorabilia, photos, and vintage equipment and machinery. Among its many other attractions are demonstrations in a recreated blacksmith shop, an old time "cracker-barrel" shop, a pontoon boat ride along the Rat River, and a tram ride through the adjoining scenic forest area which demonstrates good resource management. For particulars about the summer operating schedule, inquiries should be directed to the Camp Five Museum Foundation, Laona, WI 54541, or phone (715) 674-3414 or (715) 674-3620.

GREAT WISCONSIN RIVER LOG JAM

A three day event, the Great Wisconsin River Logjam, will take place at Fern & Oak Island Parks, Wausau, on June 21 - 23, 1996. This is the ninth annual holding of the event, which is run by the Marathon County Historical Society. The "show" includes a wide variety of activities, among them numerous musical presentations, historical demonstrations, ethnic dances, arts and crafts booths, and ethnic food stands. Relating to forest history, Scheer's Lumberjack Show is presented several times throughout the day, both on Saturday and Sunday. Also, a Lumberjack Pancake Breakfast is available at 8 am on Saturday and Sunday. FHAW has had their traveling exhibit at this event for 7 of the 8 years it has been held. Our current exhibit should again be displayed this year. This year's display theme is: "Forest Product Transportation by River, Rail and Road." This event is a good opportunity for our association to get some publicity, as the event has drawn crowds of over 20,000 in past years.

BLASTING LOG JAMS

(The following is taken from Developing Logged-Off Lands of the Northwest With Du Pont Explosives, published by E. I. Du Pont De Nemours & Company, 1917.)

Serious trouble and inconvenience is often caused in ponds, streams, and spillways by jams or gorges of logs and ice. These often cause serious inconvenience and danger by backing up the flow of streams and endangering bridges and other property. Relief is by blasting.

For relieving log jams the best practice is to carefully examine the trouble in an effort to locate the point that is acting as an anchor or tie for the jam. Then load this with a heavy charge of dynamite that will blow out the confinement. In cold weather only low freezing explosives should be used. Electric firing is advised so that the loader may have plenty of time to get to a point of safety. A few years ago a large jam of logs and ice had formed a dam in the Eau Claire River that was backing up the water to such an extent that the City of Eau Claire was seriously threatened. A blast, such as has been described, relieved the trouble in an instant. In loading shots of this nature, the services of an experienced shooter should be obtained if possible. The loading should be only as heavy as the nature of the work requires. Half-hearted attempts using light loads can but spell failure and disappointment.

TIMBER BARONS MOVE ON

(We all know that as the timber in Wisconsin began reaching depletion, the leaders and the workers in the timber industry moved on to wherever there was more to be logged, just as some of these same leaders and workers came here as depletion was reached in the Northeast and other areas of earlier operations. The following clip, from the Marinette - Menominee Eagle-Herald of May 10, 1996, gives us one example of such migration.)

100 YEARS AGO: The Calcaissieu Pine Company was organized last week with Dan Wells Jr.; H.A.J. Upham, of Milwaukee; August Spies of Menominee and Isaac Stephenson of this city, as incorporators. The company has 600 million feet of pine in Louisiana. Next fall a mill will be erected on the Watkins Gulf railroad 20 miles south of Alexandria, and the manufacture of the timber will commence.

**PAST PRESIDENTS OF
FOREST HISTORY ASSOCIATION OF WISCONSIN**

| | |
|---------------------|--------------------|
| Feb 1976 - Jun 1977 | THOMAS FULK |
| Jun 1977 - Sep 1978 | NED REVIE |
| Sep 1978 - Sep 1980 | JOHN SAEMANN |
| Sep 1980 - Oct 1980 | HOWARD LOVESTEAD |
| Oct 1980 - Sep 1982 | MRS. GORDON CONNOR |
| Sep 1982 - Sep 1984 | ARLAN WOODEN |
| Sep 1984 - Feb 1985 | EDWIN NAGEL |
| Feb 1985 - Sep 1987 | THOMAS ALBRECHT |
| Sep 1987 - Oct 1988 | RANDALL ROHE |
| Oct 1988 - Oct 1990 | KARL BAUMANN |
| Oct 1990 - Oct 1991 | JOYCE BANT |
| Oct 1991 - Oct 1993 | MIKE SOHASKY |
| Oct 1993 - Oct 1995 | EUGENE HARM |
| Oct 1995 - Sep 1997 | DONALD LAMBRECHT |

ANNUAL MEETINGS OF FOREST HISTORY ASSOCIATION OF WISCONSIN

- | | | |
|------|------|---|
| 1st | 1976 | Rhinelander Logging Museum |
| 2nd | 1977 | Univ of Wis - Stevens Point |
| 3rd | 1978 | Univ of Wis - Madison |
| 4th | 1979 | Wausau High School Forest |
| 5th | 1980 | Chippewa Valley Museum, Eau Claire |
| 6th | 1981 | Logging Congress, Green Bay |
| 7th | 1982 | Trees for Tomorrow, Eagle River |
| 8th | 1983 | Institute of Paper Chem, Appleton |
| 9th | 1984 | Northland College, Ashland |
| 10th | 1985 | Trechaven, Tomahawk |
| 11th | 1986 | Trechaven, Tomahawk |
| 12th | 1987 | Chippewa Valley Museum, Eau Claire |
| 13th | 1988 | Shawano |
| 14th | 1989 | Marinette |
| 15th | 1990 | Univ of Wis - Stevens Point "Forestry & Conservation Education" |
| 16th | 1991 | American Legion Hall, Medford "Forest Products Transportation by River, Rail & Road" |
| 17th | 1992 | Trees for Tomorrow, Eagle River "Logging & Land Stewardship Near the WI-MI Border" |
| 18th | 1993 | Antigo "Archaeology & Forest History" |
| 19th | 1994 | Marshfield "Prominent Lumbermen of Central WI" |
| 20th | 1995 | Plover "Non-traditional Products of the Forest" |

OUR WESTERN EMPIRE: OR THE NEW WEST BEYOND THE MISSISSIPPI

(The following material is taken from a book by the above title, published by Bradley, Garretson & Co. in 1882. The material contains some comments on Wisconsin and some other interesting information on the timber supply in other areas.)

As we have already seen, a considerable portion of this Great West is but scantily supplied with forest trees. In 1871, a careful estimate put down, in these twenty states and Territories, the woodland, as covering 198,124,802 acres; but in the nine years which have since elapsed, the demand for railroad ties and structures, for bridges, for machinery, partly of wood, for mines, for dwellings, and public buildings, and for export, has diminished this area by nearly or quite twenty-five per cent. Minnesota, Missouri, Oregon, and Washington, and perhaps Texas and Arkansas to a moderate extent, are the only States or Territories that export lumber. Montana has good timberlands, but she is not as yet producing more than lumber enough for the home demand. Iowa, Nebraska, Dakota, Kansas, Wyoming, Colorado, Utah, New Mexico, Arizona, and Nevada have not timber and lumber enough for their own needs, and are obliged to import a large share of what is consumed. The Indian Territory has a moderate amount, but the adjacent railroads are fast consuming it. Idaho has considerable forests on its mountains, but much of it is not accessible. The gigantic forests of California have been so recklessly wasted, that she now imports largely of timber, lumber, and firewood. In the prairie States, liberal premiums have been offered for tree planting by the State authorities; and the National Government, by their Timber-Culture Act and its amendments, have sought to promote the cultivation of forest trees. The railroad companies, which have large land grants, have also encouraged tree culture. But though these efforts have led to the planting of some millions of trees, many of them die the first or second year, and the whole number planted, in six or seven years, bears but a small proportion to the annual destruction of the forests.

The leading staples of manufacturing industry in Minnesota are flour and lumber - one the manufactured product of its vast areas of fertile soil, the other of the pine forests which cover a large part of Northeastern Minnesota above latitude 46-30'. The pine belt is intersected by the St. Croix and its affluents and by the upper Mississippi and its numerous tributaries, which furnish convenient channels for floating the logs cut upon their banks in winter, upon the high spring

waters to Minneapolis and Stillwater, which are the principal depots of lumber manufacture, though lumber is manufactured extensively at Marine Mills and other points on the St. Croix, and also at Hastings, Red Wing, Winona, which receives extensive supplies of logs from the Chippewa river, and indeed almost all the river towns. A first class boom was constructed in 1879 at St. Paul, and two or three large sawmills were erected in 1880. The pine forests which clothe the head waters of the three great river systems which have their sources in Minnesota are a part of the vast belt of pine which stretches across Northern Wisconsin. The immense areas of prairie country which stretch west, southwest and south of this pine zone, comprising about three-fourths of Minnesota, and all of Iowa, Dakota, Nebraska and Kansas, afford an illimitable market for this lumber, which is constantly increasing with the rapid growth of population, and its extension over the naked plains of the West. The railroad system which centres at St. Paul and Minneapolis, and which extends throughout all this vast region, the vast supplies of lumber manufactured at Minneapolis, Stillwater, Menomonie, Eau Claire, Chippewa Falls, and at other points in Minnesota and Wisconsin, are distributed throughout this great prairie region, and the transportation of lumber forms a very important item in the business of these railroads. Immense supplies of logs are annually floated down the Mississippi from the St. Croix and its Wisconsin tributaries, to be sawed into lumber at different river points, especially at St. Louis. A great proportion of the lumber supply of Western Iowa and Nebraska has heretofore been derived from Chicago and St. Louis; but arrangements have recently been entered into by the railroads connecting the Wisconsin pineries with those penetrating these prairie States whereby the cost of transportation has been considerably reduced. They have formed an organization known as the lumber line, with its headquarters at St. Paul, by which lumber is transported without change of cars from the seats of its manufacture in Wisconsin to the most western markets upon such terms as will give them the control of the lumber traffic over an immense region of country in Iowa, Nebraska and Kansas.

Wisconsin and Michigan are as truly States for immigrants as Iowa and Minnesota; more so than Missouri. Northern Wisconsin and the Northern Peninsula of Michigan have, it is true, a severe winter climate, though not more so than Northern Minnesota or Dakota, and in general the winter mean temperature is not lower than that of Iowa. Both States are rich in minerals; gold and silver are found in moderate quantities; but copper, zinc, iron and lead abound, and so nearly pure as to be easily reduced; while the rarer metals are found in ample quantities. Coal is less abundant as yet, but the immense forests furnish not only vast amounts of timber and lumber, but all the fuel which will be required for many years.

THROUGH HELL AND HIGH WATER

(Following are portions of an article written by Larry Johns and published in the Feb/Mar 1990 issue of the Wisconsin Outdoor Journal.)

For two days, Johnny Power had been sluicing logs through the Lake Nocqueby Dam. His job was to guide the logs down the steep incline of the sluiceway and into the pool below. The dangerous work held no fear for the young Irish log driver. He'd "gone down on the drive" for three years without as much as a close call. But when he stopped to light his pipe, he lost his footing on the wet, slippery walkway and disappeared in the churning mixture of frothy water and huge pine logs.

The usual result of an incident like this one was one battered, very dead lumberjack. There'd be a quick burial in a shallow grave, his boots would be nailed to a nearby tree, and the drive would move on. But the luck of the Irish was with Johnny Power. A coworker promptly dropped the dam gates to shut off the flow of water, and to everyone's surprise, Johnny was standing at the bottom of the sluiceway - his pipe and himself quite undamaged!

Not many accidents on the drives ended so fortunately. Serious injury and death were the lumberjacks' constant companions. Few drivers could swim and the ice cold water was not a place to learn. And if they didn't drown first, many lumberjacks were crushed like flies between the massive pine logs that sometimes weighed over a ton. But it wasn't in their nature to be tentative. The drivers were aggressive and extremely proud of their toughness and ability. They took advantage of every opportunity to show off their skill.

Over the years, the Chippewa River killed more men than any other stream. The "Big Chip" offered a perfect means of transporting the logs cut in the vast Chippewa pineries. In 1860, one of every five white pine trees in the world was growing in the area drained by the Chippewa. By 1910, nearly every one of those trees had been cut, the logs floated to the voracious sawmills at Chippewa Falls and Eau Claire. The Chippewa and its largest tributary, the Flambeau, reached almost to Lake Superior on the north and Michigan to the east. Over the years, these wild, powerful streams became notorious for the excellent drivers they produced. Only the best survived, as the river quickly weeded out the incompetent and the careless. Every spring, thousands would "Go down on the drive," and every year many became statistics at such violent rapids as Pine Tree, Cedar Island, Beaver Dam, Big Falls, Blockhouse, Rocky Carry, Carpenter, Slough Gundy, Little Falls, Snaptail and Bellisle Falls. In one none day period in 1871, ten drivers were killed or drowned. In 1878, seven men from a single drive died on the Flambeau. These casualty reports were quite typical. But when the

drives were over, and the survivors gathered at Dirty Helen's Saloon to celebrate, they'd brag of the jams they helped break and proudly boast, "I came down on the Flambeau," or "I drove the Chippewa all the way from Glidden to Eau Claire."

Dangerous as they were, most jams were quite small - few involved more than 1000 logs. Usually, they were quickly cleared before too many logs piled up. This was the responsibility of the forward (jam) crew. They were the pick of the drivers. Their combination of skill and experience enabled them to quickly locate and dispose of the problem. But occasionally the jam would be stubborn and more and more men were committed to it. The logs would pile up into an ever tightening mass, compacted by water pressure as the logs restricted the river's flow. Peaveys and pike poles in hand, the rivermen swarmed over the face of the jam, seeking the key that would unlock the tangle. When this was discovered, the driver would shout, "I've got the son-of-a-bitch, get to shore and I'll turn 'er loose." Pushing, pulling, prying or chopping away the offending log, the daredevil driver would scramble ashore as the jam shuddered and broke free. Only a few dared ride a log downstream just ahead of the released jam.

As a last resort, the drivers used dynamite to blast free a stubborn jam. This was strictly a move of desperation as dynamite made splinters of many valuable logs. But whatever was necessary, the jams had to be quickly broken. The spring flood was short-lived, and the existence of the downstream sawmills depended on the winter's cut and a successful drive.

The Wisconsin River, in the central part of the state, was almost as deadly as the Chippewa, but the hazards were different. Unlike the Chippewa, where almost all logs were floated to the mills at Chippewa Falls and Eau Claire, there were sawmills all along the Wisconsin. From Rhinelander to Grand Rapids (Wisconsin Rapids), dozens of mills were sawing logs. The lumber was gathered into large rafts containing as much as 200,000 feet of lumber. Most mills on the Upper Wisconsin were located where dams had been built to harness the power of the waterfalls. The dams furnished power for the mills, but they created a significant hazard for the huge wooden rafts and the men piloting them. All dams had an incline to enable the rafts to slide past the obstructions. These steep sluiceways accounted for many broken rafts, destroyed lumber, and numerous accidents.

By the late 1800s, the drives were winding down. The choice timber close to the streams had long since been cut and floated to the mills. Crude logging railroads were reaching into isolated tracts and areas where there were no streams large enough to float a pine log. After 1910, there were only a few scattered drives, most very small. An era had passed, and the boisterous, fearless men who had driven billions of pine logs to the mills were now just a footnote to the history of logging in Wisconsin.

TIMBER ISSUES ON THE MENOMINEE INDIAN RESERVATION

In the last issue of C&S, I printed portions of a government document that discussed the sale of blown down timber on the Menominee Reservation. One of our members provided me with some information that explains how this issue was resolved. The following text is taken from The Menomini Indians of Wisconsin, A Study of Three Centuries of Cultural Contact and Change, by Felix M. Keesing, The University of Wisconsin Press, 1987.

Passing now to the all important experiments in lumbering, the threads of the survey can be picked up by reference to the initiation between 1906 and 1908 of the new system by which the Menomini were to mill their own lumber. A great storm had razed an area of valuable pine forest along the northwest line of the reservation, and the milling of this "blown down" district provided the immediate occasion for the change in policy. By act of Congress in 1908, authority was given for the erection of three mills on the Menomini lands. But it was finally decided to invest instead in one large up to date mill at the Norway dam on the West Wolf, just where the new railroad spanned the river; thus Neopit came into being. By January, 1909, the mill commenced operation; two years later the Commissioner of Indian Affairs said of the project:

It has a status all of its own in that the government in 1908 built a large lumber mill, using funds of the tribe; thus the Menominee Indians have become owners of a large modern mill... The Neopit project was established with a twofold object - as a school of industry for the Indians and as a business investment... Neopit is a small lumbering town. An electric power plant furnishes the town and mill with light...

During these first years some ten miles of logging railroad were constructed, with modern equipment; an average of 205 Menomini were employed each quarter.

In 1910 an "Indian Forest Service" was created at Washington, and this took over the supervision of lumber operations among tribes having such resources. Under this new management the old Menomini methods of contracting by individuals or groups were practically abolished and regular lumber camps to supply the mill were started under the supervision of the government foresters. Improvements were added in the way of equipment, also in developing the town of Neopit, creating a nursery for reforestation purposes, and organizing fire protection by means of trained guards and the use of watchtowers.

HISTORY OF THE HODAG

The following piece is taken from The Rhinelander Story, by T.V. Olsen, undated.

The actual Hodag was created by Eugene S. Shepard, Rhinelander pioneer, politician, and timber cruiser: a man whose practical jokes and ceaseless deviltry were legion and legend in themselves.

These are the facts:

Shepard's "monster" was wrought by a skilled woodcarver. The horns of its head and the wicked row of spikes along its back and tail were bull horns. The fierce eyebrows were bear claws. Steel rods bent to shape by a lumber camp blacksmith formed the paws, and the selected ox hides were stretched for the skin.

Shepard deceived a good many people for several years; to local citizens and fairgoers, the Hodag was very real indeed. He blandly mentioned capturing it on Section 37. (sections are numbered only to 36).

The animal was exhibited at county fairs in a poorly lighted tent. Shepard, a mechanical wizard, rigged a system of wires to control its movements, and its cavernous throat issued weird howls and growls. Thousands paid to gape and stare. In the first year of his exhibition at the Oneida County Fair, the Hodag constituted a fine drawing card, and thereby proved good to the tune of over five hundred dollars in admission fees.

"It won't hurt you," Shepard would assure the spectators. "It only eats white bulldogs, and those only on Sundays. It's very rare because it lays its eggs in the summertime, and unless you feed it cracked ice, the eggs are laid hard-boiled."

The reports of the Hodag's diet are at some odds. In one account, he eats ONLY white bulldogs, in another, ONLY fresh beef, and in a third ONLY such aquatic or amphibious life as clams or turtles.

Letters poured into Rhinelander daily from people all over the country requesting information about the Hodag. One, for example, came from a schoolteacher out West who had read an account of the Hodag and its capture in a San Francisco newspaper. She and her pupils were anxious to learn more of the animal. Shepard furnished them with the desired "information."

Among those "taken in" were big city folk and even responsible scientists. One gentleman from Milwaukee came up to test the veracity of the Hodag myth. He went directly to Shepard's home, but Shep somehow got wind of his coming. To the Milwaukeean's astonishment, Shepard ran up in a torn, ketchup-smearred shirt, saying that the Hodag had almost broken its chain and that he had barely



escaped. The Milwaukee man, deeply impressed, left without catching a glimpse of the monster.

It is said that even P.T. Barnum, the most infamous trickster of all time, was deceived by Shepard's clever contraption; but then Barnum was no naturalist.

Shepard even had the Smithsonian Institute baffled, if not completely bluffed, for a time; but when noted scientists and naturalists at last came to Rhinelander determined to prove or disprove the "existence" of the Hodag once and for all, Shepard had to let them view the animal. Of course the game was up and he had to admit the entire hoax.

But the Hodag was still an excellent drawing card, and its fame was enhanced and expanded by its exhibition from 1900 to 1903 at the Marathon, Langlade, Lincoln and Oneida county fairs.

When, in 1908, Shepard uttered the cry of the Hodag (which no other could simulate as well) at the Republican convention in Milwaukee, it is said that most of the delegates made hurried departures from Convention Hall, doubtless believing Shep to be slightly demented or under the influence.

The original Hodag was lost when Shepard's summer resort on Ballard Lake in Vilas County, known as "The House of Good Shepard," was destroyed by fire in 1908.

In August of 1950, a revived interest in the Hodag led to the erection of composition rubber images of the beast on downtown lamp posts. In addition, Edward P. Stoltz created a new Hodag, working for more than two years to carve the model out of white pine. It is jet black except for teeth, eyes, and horns, which are embellished with luminous paint to glow eerily in the dark. It has been exhibited in successive years at the Oneida County Fair.

The Hodag is an astounding testimonial to the fertile imagination, inveterate gall, and inimitable wit of one man: Eugene S. Shepard. Gene's definitive biography has never been written - an appalling breach in the massy collections of American folklore. Even if he were not Rhinelander's most well remembered personality, folks gathering anywhere for chitchat still relate his zany practical jokes with relish - tales of his daring waggishness are considered choice items by collectors of folklore Americana. Professor Robert E. Gard of the University of Wisconsin has taped radio broadcasts based on Shepard's exploits, and has included some of these in his latest anthology of Wisconsin folklore.

The name of the "Hodag" was recently patented by the city of Rhinelander - and justly, for here he belongs.

Eugene Shepard died in 1923 at the age of 69.

RANDOM RECOLLECTIONS

(The following is taken from the American Lumberman, Nov 19, 1921. The article is titled "From the Diary of a Lumberjack, Reminiscences of Camps and Mills in Days Gone By." The author is listed as Jem McKem, who was born in 1873 "in the Wisconsin pine woods.")

Among the woodsmen were the fallers, swampers, skidders and teamsters. All thru the long, cold Wisconsin winter they were busy in the forest, piling logs at the landings on the banks of the frozen streams.

But with the coming of the spring thaw all about camp was bustle, getting ready for the drive, for by this time millions of feet of logs were banked at the landings. The snow melted fast, the logging roads became stretches of snow and ice slush, the ice broke up and began to go down the river, which was bank full of muddy water. Crews began breaking down the huge piles and rolling them into the streams. Other crews, armed with axes, peaveys and pike poles, patrolled the river, clearing away fallen timber and pushing stranded logs back into the current. A riverman would jump onto a convenient log, pike in hand, and cross the stream; meanwhile, if he had a small log, perhaps knee-deep in the icy water. One of the picturesque sights of the drive was that of a riverman riding a log down a rapid. Sometimes he would be half buried in spray but seldom failed to come right side up on the log in the quieter water below. During the drive the rivermen were obliged to sleep in their wet clothing and if the logs jammed there was work for all night and day until the jam was broken and the logs were shunted safely into the millpond.

The drive over, the men were paid and scattered in the small towns that were in the lumbering country, many of them to waste their earnings in dissipation. Drink was their besetting sin. I believe this was due more to the desire to gratify the social longings of men long cooped up in winter camps than from vicious tendencies.

Men spent their lives in the lumber camps. The lumberjack, among his other qualities, had an abnormal self respect. A curt word from his foreman, a poor tool to work with, food not served to his liking and other things as trivial, were reason enough for him to roll up his blankets, call for his time check and seek another job. I have known a whole logging crew to quit work and the only reason given was that the cooks served a bad breakfast. It was a saying among the lumber mill owners that it took three crews to keep their plants going. A crew at work, a crew coming and a crew going.

THE LUMBER CAMP SONG

(The following is taken from Songs of the Sailor and Lumberman, collected and compiled by William Main Doerflinger, published by Meyerbooks, 1990. The author indicates that this song "originated in the Northeast not later than the 1840's." The last two stanzas here were taken from another version of the same song.)

Now, boys, if you will listen, I will sing to you a song,
It's all about the shanty-boys and how they get along,
They are a jovial set of boys, so merry and so fine,
They spend a pleasant winter in cutting down the pine.

Some will leave their homes and friends whom they love dear,
And for the lonesome pine woods their pathway they will steer;
They are going to the pine woods, all winter to remain,
Awaiting for the springtime ere they return again.

There are farmers, and sailors, likewise mechanics, too,
And all sorts of tradesmen, found with a lumber crew;
The choppers and the sawyers, they lay the timber low,
While the swampers and the skidders, they haul it to and fro.

Noon time rolls around, the foreman loudly screams,
"Lay down your saws and axes, boys and haste to pork and beans!"
Arrived at the shanty, the splashing does begin;
There's the rattle of the waterpail, and the banging of the tin.

It is "Hurry in, my boys! you, Tom, Dick or Joe,
For you must take the pail and for some water go!"
The cook he halloos, "Dinner!" they all get up and go.
Its not the style of a shanty boy to miss his pie, you know.

Dinner being over, to their shanty they all go;
They all load up their pipes, and smoke till all is blue.
"It's time you were out, boys," the foreman soon will say.
They all take up their hats and mitts, to the woods they haste away.

Oh each goes out with a cheerful heart, and with a contented mind,
For wintery winds do not blow cold among the waving pine;
Loudly their axes ring, until the sun goes down.
"Hurrah! my boys, the day is done, for the shanty we are bound."

Arrived at the shanty, with wet and cold feet,
They off with their boots and packs, for supper they must eat;
The cook, he halloos "Supper!" they all get up and go,
It's not the style of a shanty boy to miss his hash, you know.

The boots, the packs, the rubbers, are all thrown to one side.
The mitts, the socks, the rags, are all hung up and dried;
At nine o'clock or thereabouts, into their bunks they crawl,
To sleep away the few short hours until the morning call.

At four o'clock next morning, the foreman loudly shouts:
"Hurrah, there! you teamsters, 'tis time that you were out!"
The teamsters they get up, all in a fretful way.
Says one, "I've lost my boot-packs, and my socks have gone astray!"

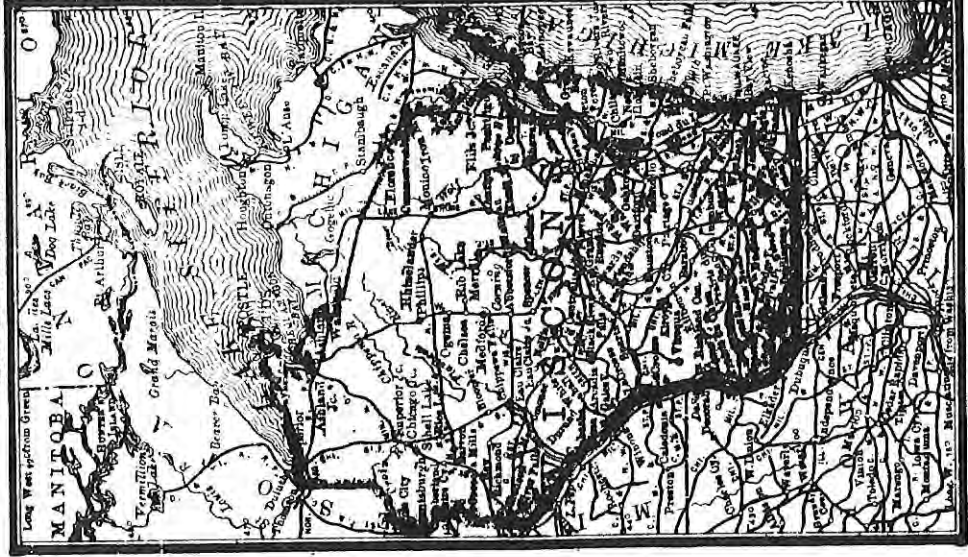
The choppers they get up, and their socks they cannot find.
They lay it to the teamsters, and curse them in their mind.
One says, "I've lost my socks - I don't know what to do."
Another has lost his boot-packs, and he is ruined, too.

Springtime rolls around; the foreman he will say:
"Lay down your saws and axes, boys, and haste to break the way."
And when the floating ice goes out, in business we'll thrive.
Hundreds of able-bodied men are wanted on the drive.

With hand-pikes and with peaveys the boys will nobly go,
And risk their manly lives on the raging river-o.
The cold and frosty morning, when shivering with the cold,
Makes so much ice on our jam pikes, we can scarcely hang a hold.

Now boys when you hear this song you'll find these words are true.
And if you're inclined to doubt, inquire of the lumber crew.
For 'twas in Jim Murphy's shanty this song was sung with glee,
This is the end of the shanty song, composed by three and me.

MAP OF WISCONSIN.



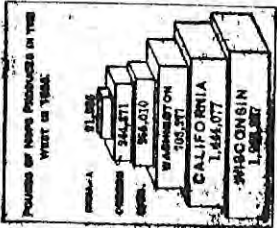
WISCONSIN. Wis-kon'sin. "Badger State."

From river of same name; an Indian word signifying "Wild-rushing River." First settled by French at Green Bay, 1680; organized as a Territory, 1836; first Territorial Legislature at Badger Point, Sept. 1, 1838; admitted as a State, 1847. Area, 66,040 square miles; Mississippi river navigable throughout; south-west boundary, excellent harbors in Lake Superior, north and west Michigan on east. Port Washington, one of the finest natural harbors in the world. Number of varieties of timber at Milwaukee: winter, 197 to 815; summer 63 to 70; mainly 30 varieties. Centre: port of entry, seat of pork packing and beer brewing; also grain and wheat market; pop. 158,509. Madison, capital; pop. 13,664. Population Eau Claire, 3,688; Fond du Lac, 3,726. Number farms, 102,804; average value per acre, cleared land, \$65.77; woodland, \$19.55. Wheat most valuable crop; cultivation of flax increasing; many acres devoted to culture of cranberries; buckwheat crop, 1,833, 177,792 bu.; hay, 2,354,837 tons; corn, 1,984, 34,300,000 bu.; oats, 45,940,000 bu.; wheat, 20,083,040 bu. Last reported dairy products: milk, 23,156,977 gals.; butter, 84,739,063 lbs.; cheese, 19,058,606 lbs.

Presidential P. O.

| | |
|------------------------------|-----------------|
| Governor..... | \$5,000 |
| Secretary of State..... | 5,000 |
| Attorney Genr..... | 5,000 |
| Badger Comr..... | 5,000 |
| Chief Justice..... | 5,000 |
| Judges..... | 5,000 |
| Senators..... | 2,500 per annum |
| Representatives..... | 2,500 per annum |
| Salvages, 1/2¢ per mile..... | |
| Indian Agent..... | 4,004 |
| & Coll. Int..... | 4,504 |
| Revenue..... | 2,777,480 |
| Deputy..... | 1,804 |
| Collector..... | 1,804 |
| Customs & fees..... | 1,804 |
| 66 Offices..... | { to 1,000 |

Extensive lead mines in Grant, Lafayette and Iowa counties; native copper in the north in Crawford and Iowa counties. Milwaukee clay famous for making cream-colored brick. Iron ores in Dodge, Sauk, Jackson and Ashland counties. Ranks second in hops, third in barley and potatoes, fourth in rye and buckwheat, fifth in oats and agricultural implements, seventh in iron and steel, eighth in hay and ninth in copper. Population, 1,863,423; male, 831,051; female, 752,372; native, 1,069,483; foreign, 483,990; white, 1,555,152; colored, 5,576; Indiana, State, congressional and presidential elections, Tuesday after first Monday in November; number Senators, 38; Representatives, 100; sessions biennial, in odd-numbered years, meeting second Wednesday in January; limit of term of session, three years, 4 years; of Representatives, 2 years, none; term of office, 11; number voters, 340,480; insane, idiots, convicts, brewers, betters and duellists excluded from voting. Number colleges, 7; number public schools, 6,588; school population, 498,233; schools, age, 4-20. Legal interest, 7; by contract, 10; usury forfeits entire interest.



MICHIGAN.

Mish'-gan.

"Wolverine or Lake State."

Name of Indian origin, signifying Lake country. First white settlement within limits of State, Sault Ste. Marie, 1622, organized as Territory, 1805; admitted 1837. Area, 58,915 square miles; length of lower peninsula, from north to south, 277 miles; greatest breadth, 259 miles. Length of upper peninsula, east to west, 318 miles; width, 30 to 164 miles. Length of lake shore line, 1,620 miles. Number counties, 82. Temperature at Detroit, winter, 24° to 36°; summer, 67° to 79°; rainfall, 30 inches.

Detroit the metropolis; pop., 133,289. Grand Rapids, means second largest city, pop., 41,984. Lansing, the capital; pop., 9,776. Piquette city, 23,433; East Saginaw, 23,100; Jackson, 19,136; Marquette, 17,846; Saginaw, 13,767. Detroit, Marquette, Port Huron and Grand Haven are ports of entry.

Number farms, 154,000. Value per acre, cleared land, \$24.30; second land, \$2.47. Corn crop, 1884, 26,022,000 bu.; wheat, 50,772,000 bu.; oats, 19,660,000 bu. Fruit raising an important industry.

Copper mines in Marquette and Keweenaw counties; valuable ones in Marquette and Delta counties; coal in Shiawassee, Eaton, Ingham and Jackson counties. Salt manufactured in year ending November 30, 1884, 3,232,175 bar els.

Salaries State Officers.

| Office. | Year. | Presidential P. O. |
|---------------------|----------|---------------------------|
| Governor | \$1,000 | Adrian |
| Lieut. Gov. | \$3 a da | Ann Arbor |
| Secy. State | 800 | Barde Creek |
| Comptroller | 2,000 | Bay City |
| Auditor Gen. | 2,000 | Detroit |
| State Pub. Instr. | 1,000 | East Rapids |
| Gen. Secy. | 1,000 | Flint |
| State Comr. | 1,500 | Grand Rapids |
| State Comr. of Ag. | 2,000 | Kalamazoo |
| State Comr. of Ed. | 2,000 | Lansing |
| State Comr. of Ins. | 2,000 | Marshall |
| State Comr. of L. | 2,000 | Sturgeon |
| State Comr. of M. | 2,000 | Sacreduron |
| State Comr. of P. | 2,000 | 32 P. O. \$2,200 to 1,500 |
| State Comr. of R. | 2,000 | 33 P. O. 1,400 to 1,100 |
| State Comr. of S. | 2,000 | 3 P. O. |
| State Comr. of T. | 2,000 | |
| State Comr. of U. | 2,000 | |
| State Comr. of V. | 2,000 | |
| State Comr. of W. | 2,000 | |
| State Comr. of X. | 2,000 | |
| State Comr. of Y. | 2,000 | |
| State Comr. of Z. | 2,000 | |

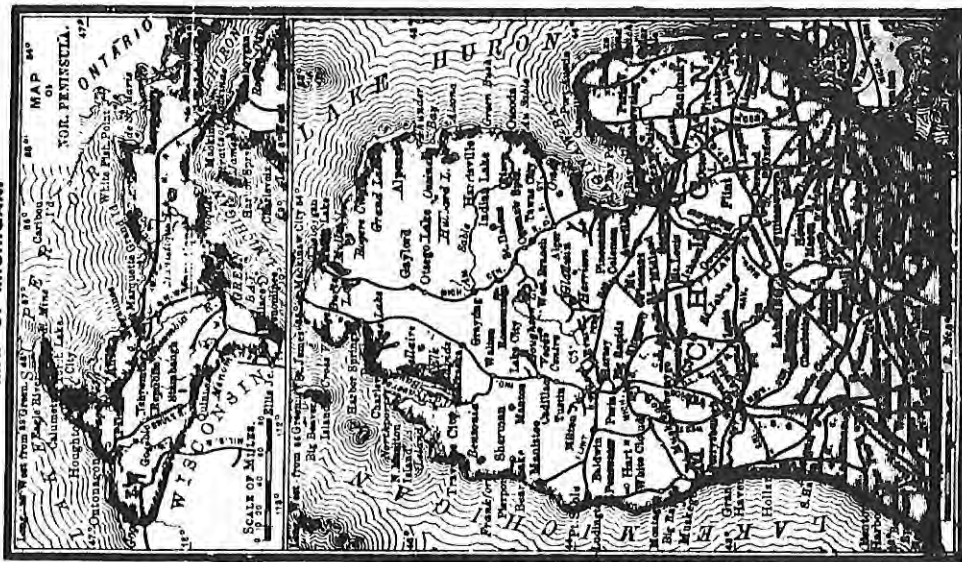
Banks first in copper, lumber and salt; second in iron ore; third in buckwheat; fifth in sheep, hops and potatoes; sixth in wheat and barley; seventh in agricultural implements; eighth in millinery; ninth in oats.

Grand Haven, An Sable and Detroit are centres of valuable fishing interests; principal catch is trout and whitefish.

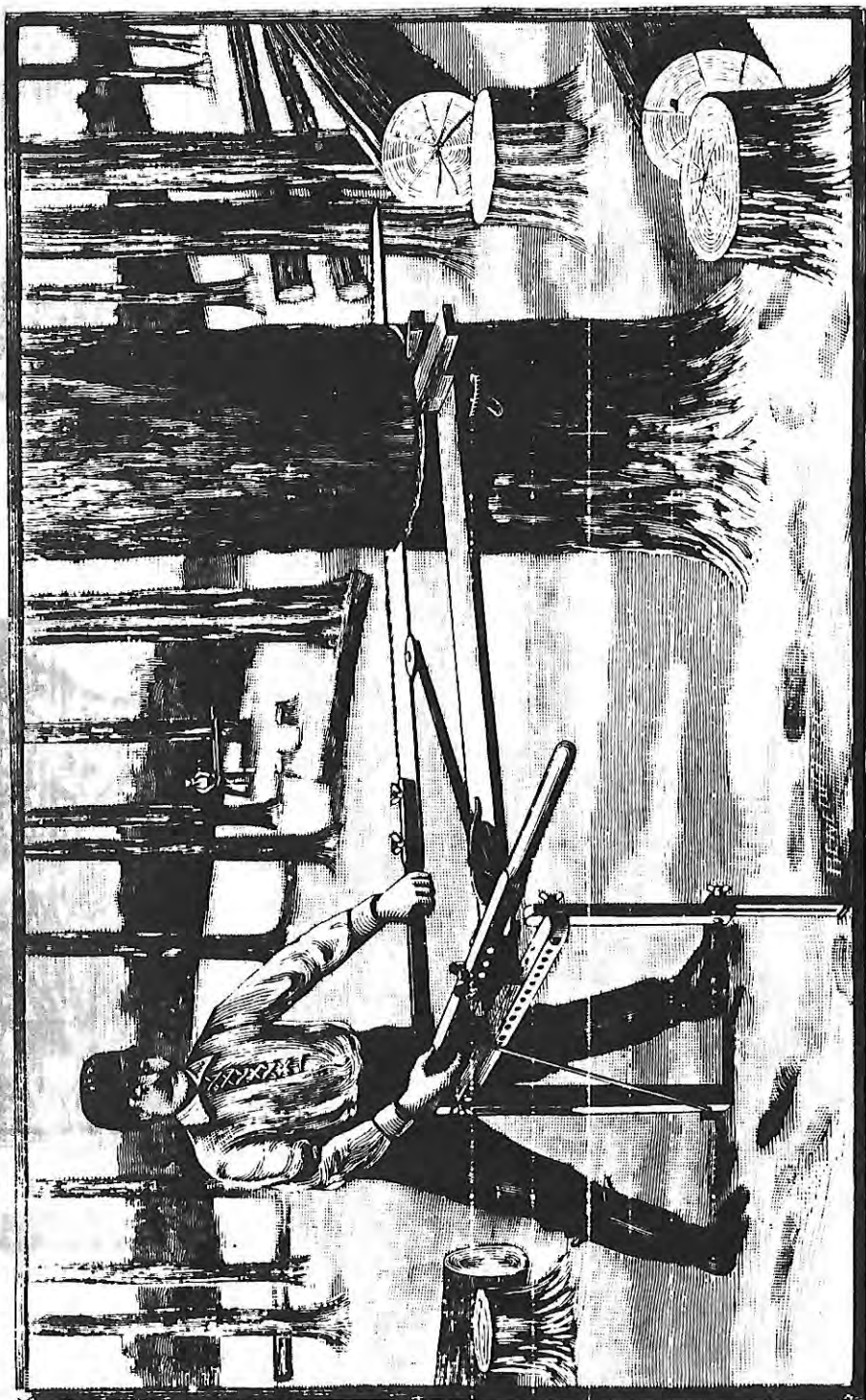
Population, 1,843,393; male, 938,651; female, 854,518; native, 1,419,380; foreign, 423,974; white, 1,817,968; colored, 17,548; Indiana, 8,250.

State, congressional and presidential elections, Tuesday after first Monday in November; number Senators, 2; Representatives, 26; sessions of legislature biennial in odd numbered years, succeeding first Wednesday in January; limit of session, none; terms of Senators and Representatives, 2 years each session, none; number electoral votes, 13; number voters, 467,687. Duellists are excluded from voting.

Number colleges, 2; efficient public schools - school-ages, 5-30. Legal interests, 7; by contract, 10; usury forfeits access of interest.

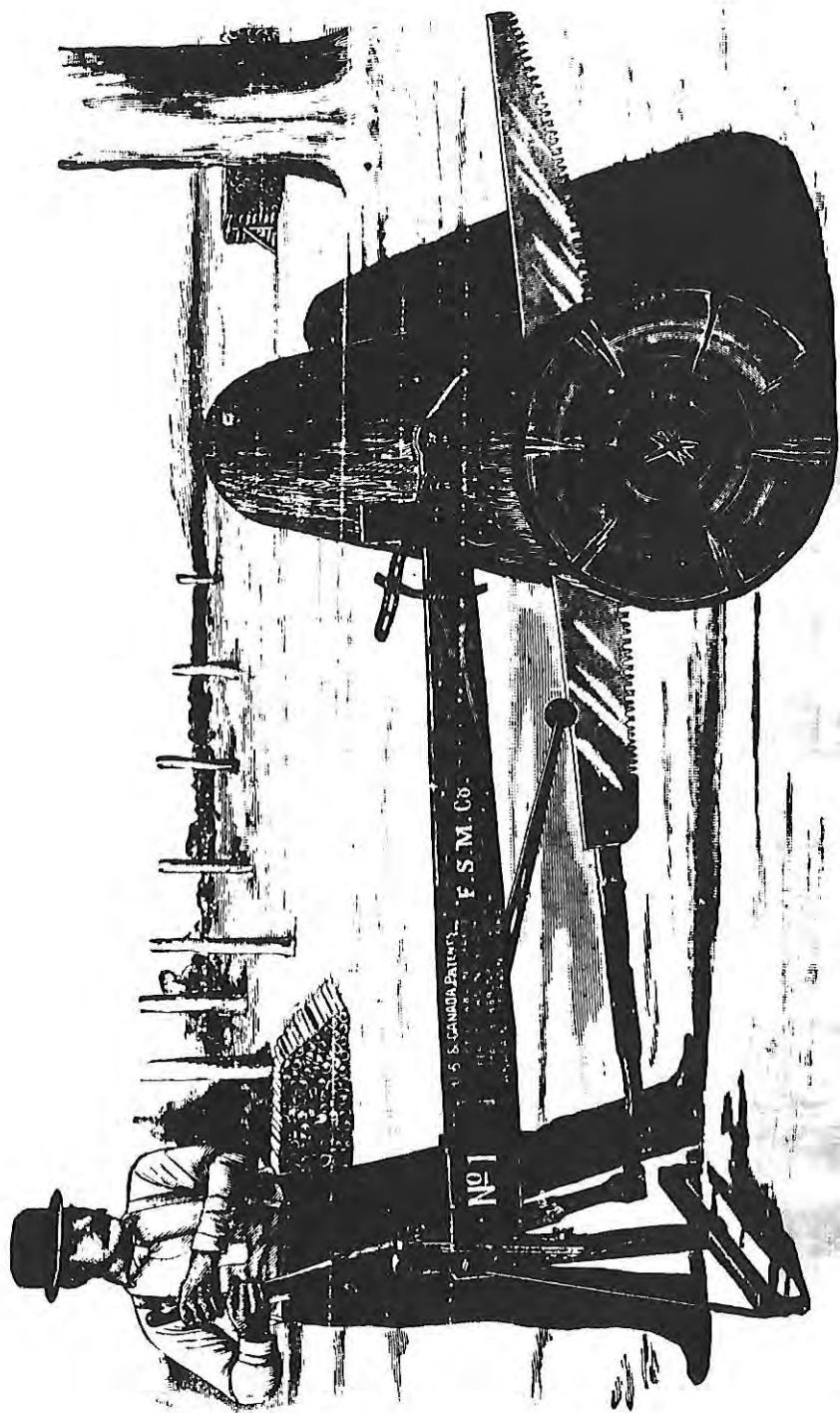


MAP OF MICHIGAN.



VIEW No. 3.

The above cut shows the No. 1 Folding Sawing Machine sawing down a tree 27 inches from the ground.



VIEW No. 6.

No. 1 Folding Sawing Machine, showing a perfect back view, also new improved grip for holding machine to log and position for a man to stand while operating machine.



DISSTON

Lumberman Handbook

CONTAINING A TREATISE
ON THE CONSTRUCTION OF

S A W S

AND HOW TO KEEP THEM
IN ORDER. *AND* TOGETHER
WITH OTHER INFORMATION
OF KINDRED CHARACTER.

=====
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Keystone Saw, Tool, Steel and File Works
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=====
BRANCH HOUSES :

CHICAGO

BOSTON

MEMPHIS

TORONTO, CANADA

CINCINNATI
NEW ORLEANS
SAN FRANCISCO

DISSTON



THE BRAND THAT STANDS
THE TEST OF TIME

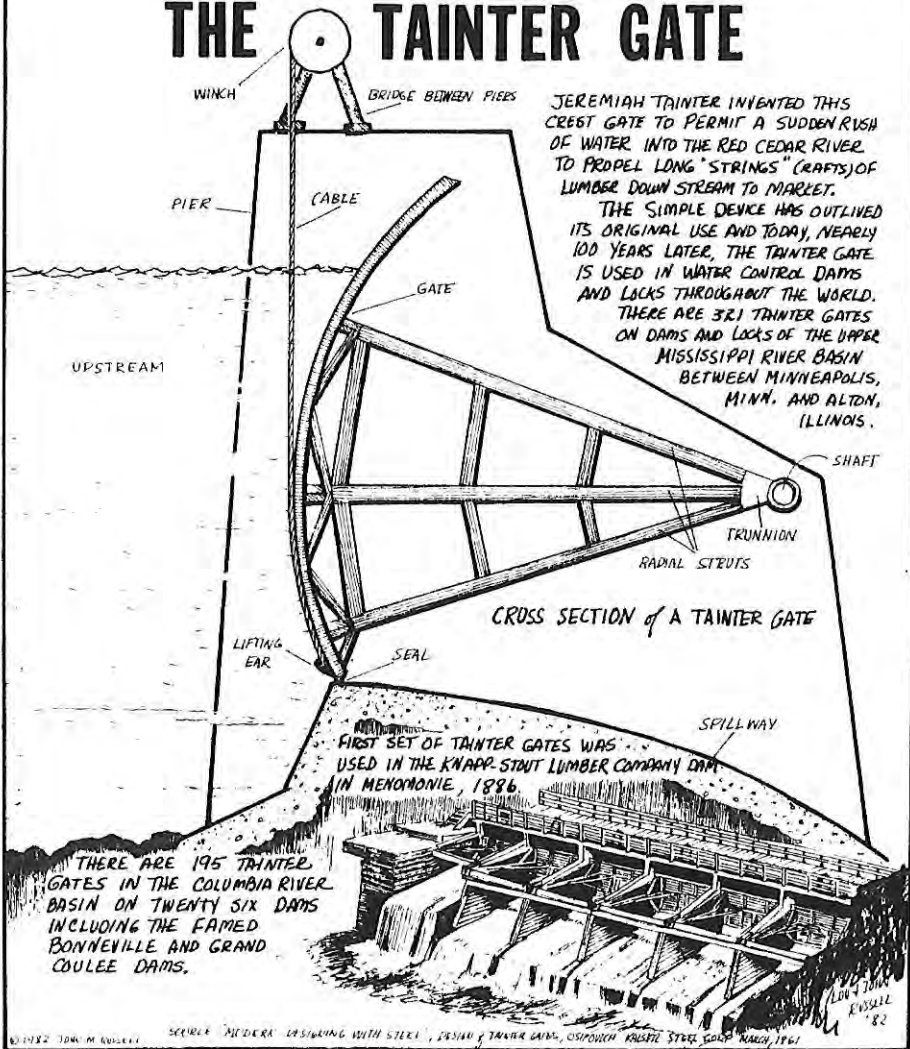
HAS STOOD FOR ALL THAT IS BEST IN SAWS FOR THE PAST SIXTY-SEVEN
YEARS AND WILL MAINTAIN THAT REPUTATION IN THE YEARS TO COME

IT CARRIES A FULL WARRANTY

WISCONSIN LORE and LEGENDS



THE TAITNER GATE



JEREMIAH TAITNER INVENTED THIS CREST GATE TO PERMIT A SUDDEN RUSH OF WATER INTO THE RED CEDAR RIVER TO PROPEL LONG "STRINGS" (CRAFTS) OF LUMBER DOWN STREAM TO MARKET.

THE SIMPLE DEVICE HAS OUTLINED ITS ORIGINAL USE AND TODAY, NEARLY 100 YEARS LATER, THE TAITNER GATE IS USED IN WATER CONTROL DAMS AND LOCKS THROUGHOUT THE WORLD. THERE ARE 321 TAITNER GATES ON DAMS AND LOCKS OF THE UPPER MISSISSIPPI RIVER BASIN BETWEEN MINNEAPOLIS, MINN. AND ALTON, ILLINOIS.

THERE ARE 195 TAITNER GATES IN THE COLUMBIA RIVER BASIN ON TWENTY SIX DAMS INCLUDING THE FAMED BONNEVILLE AND GRAND COULEE DAMS.

FIRST SET OF TAITNER GATES WAS USED IN THE KNAPP-STOUT LUMBER COMPANY DAM IN MENOMONIE, 1896

© 1982 JOHN M. RUSSELL

SOURCE: MODERN CASTING WITH STEEL, DESIGN OF TAITNER GATE, OSWEGO CASTLE STEEL CO. MARCH, 1961

JOHN M. RUSSELL '82

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Distinguished Service Awards
Randall Rohe

Forestry Hall of Fame
Don Lambrecht

Publicity
Carl Krog

Student Awards
John Saemann
Mike Sohasky

Annual Proceedings
Lamont Engle

Newsletter - Chips & Sawdust
Ray Clark

Traveling Exhibits
Frank Fixmer

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

Ray Clark, 2720 Lawrence Drive
DePere, WI 54115

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



Forest History Association
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403 McIndoe Street
Wausau, WI 54403-4746

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DONATIONS WANTED!

THE FOREST HISTORY ASSOCIATION OF WISCONSIN
WILL HOLD A RAFFLE AT THEIR ANNUAL MEETING
AT LADYSMITH ON SEPTEMBER 28 & 29, 1996.

THE RAFFLE WILL BE HELD IN ADDITION TO THE
REGULAR AUCTION. PROCEEDS FROM THE RAFFLE
WILL GO TO THE FHAW GENERAL FUND.

**WE ARE ASKING FHAW MEMBERS
FOR DONATIONS OF ITEMS TO BE
USED FOR THE RAFFLE!**

WE ASK THAT DONATED ITEMS BE NEW AND HAVE A
VALUE OF \$50. OR MORE. RAFFLE ITEMS NEED NOT
BE LUMBERING RELATED. SOME SUGGESTIONS:
FRAMED PRINTS, CHAINSAW, SNOWSHOES, TV OR
RADIO, SPORTING EQUIPMENT.

**MIKE SOHASKY WILL BE COLLECTING ITEMS FOR
THE RAFFLE. WE ASK THAT YOU CONTACT HIM BY
JULY 15TH IF YOU WISH TO DONATE AN ITEM.
MIKE CAN BE REACHED AT HOME: (715) 627-4025 OR
AT WORK: (715) 627-6236.**

ALL MONEY RAISED BY FHAW CAN HELP TO MAKE US A
BIGGER AND BETTER ORGANIZATION.
THANK YOU FOR YOUR HELP!

Why does the Forest History Association of Wisconsin, Inc. exist?

- † To stimulate interest in the forest history of Wisconsin among our citizens, scholars and writers.
- † To educate Wisconsin citizens in the importance and the drama of our forests in the development and continued growth of the state.
- † To search out original source materials and to seek to have them deposited where they can be registered, catalogued and preserved for use by researchers.
- † To help publish and distribute the work of those who have done substantive research into various aspects of Wisconsin's forest history.

Why join? There are many reasons:

- † Satisfaction from participating in the above important endeavors.
- † Contact with others who share your general or specialized interest in forest history.
- † Know that through your efforts you have helped save valuable records and memorabilia from being irrevocably lost or destroyed.
- † Attend and participate in meetings of the Association and its affiliates, which provide opportunities to meet interesting people who also care about Wisconsin's forest heritage.
- † Receive our quarterly newsletter "Chips and Sawdust" which keeps members informed of current activities and projects, among other items.
- † Receive "Proceedings of Annual Members Meeting," containing papers presented by guest speakers on various aspects of Wisconsin forest history.

Forest History Association
of Wisconsin, Inc.
403 McIndoe Street
Wausau, Wisconsin 54401



The Forest History Association of Wisconsin, Inc.,

Invites Your Participation in Preserving the Record of Wisconsin's Lumbering, Logging, Forest Products Industries and Forestry Progress.

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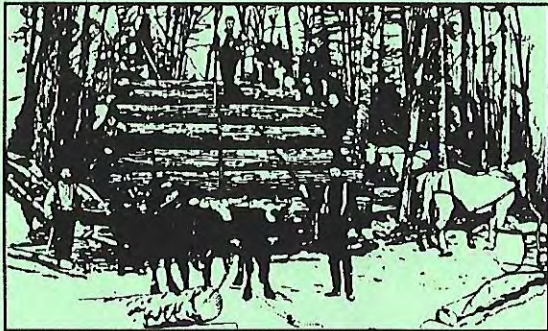
The Forest History Association of Wisconsin, Inc. had its beginnings early in 1975 when a small group from the wood products industries, conservation agencies, and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests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

From this halting beginning grew the realization that this was a task of enduring significance and not simply a passing nod to the 200th anniversary of American independence.

Thus was formed the **Forest History Association of Wisconsin, Inc.**, a not-for-profit endeavor incorporated under the laws of Wisconsin, with the stated purpose of stimulating an interest in the discovery and preservation of the record in old journals, aging photographs, and in the fading recollections of those who took their youth into the vast and shadowy depths of the Wisconsin pinery.

To carry forward the promise of this undertaking, we hope you will enroll as a member of the **Forest History Association of Wisconsin, Inc.**

The Forest History Association of Wisconsin, Inc. is an affiliate of the Wisconsin Academy of Sciences, Arts and Letters, the nationally-oriented Forest History Society, and The State Historical Society of Wisconsin.



In the relatively brief period of its existence, the Association has made noteworthy progress toward achieving its goals. Among its accomplishments have been:

- ✦ Publication, in cooperation with the U.S. Forest Service, of Ken Elliott's "History of the Nicolet National Forest, 1928-1976" (now out-of-print). An updated revision is now available through the U.S. Forest Service.
- ✦ Publication, and free distribution to members and Wisconsin public and institutional libraries, of the Association's "Proceedings of Annual Members Meeting."
- ✦ Annual presentation of a Distinguished Service Award to one individual and one organization in recognition of their contributions to the preservation of Wisconsin forest history.
- ✦ Establishment of a scholarship fund for grants annually to college students having a special interest in forest history.
- ✦ Regular issuance of a quarterly newsletter, "Chips and Sawdust" to keep members informed of the Association's activities and to revive memories of historic events, places and personalities.
- ✦ Compilation of a bibliography of literature and reference works dealing with Wisconsin forest history.
- ✦ Publication of "Firsts in Wisconsin Forest History," an educational leaflet describing historic sites and events related to the state's forest heritage.
- ✦ Collection of forestry, logging, and land use publications for the Association's permanent reference library, the depository of which is located at the University of Wisconsin - Stevens Point, Learning Resources Center.



Secretary
Forest History Association of Wisconsin, Inc.
403 McIndoe Street
Wausau, Wisconsin 54401

Please enroll me as a member and participant in the Association's program of developing the educational and historical aspects of Wisconsin's forestry and logging industry. Attached is payment for:

| | | | | | |
|---------------------------------|-------|---------------------------------------|-------|----------------------|-------|
| Student Membership (\$5.00) | _____ | Non-Profit Organization (\$25.00) | _____ | Other Contributions: | _____ |
| Individual Membership (\$15.00) | _____ | Corporate Membership (\$50.00) | _____ | Student Awards: | _____ |
| Family Membership (\$25.00) | _____ | Individual Life Membership (\$250.00) | _____ | Capital Fund: | _____ |
| | | | | Operations: | _____ |

Name _____ Phone No. _____
 Address _____
 City _____ State _____ Zip _____

My special interest in Forest History is: _____