



A Newsletter

From

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

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Editor's Notes

Recently I received several requests for information from readers that I was unable to answer. I thought that perhaps one of you could be of help. Larry Easton wonders if anyone knows of a logging railroad that operated after 1948 in Wisconsin. Apparently the logging railroad of the Rib Lake Lumber Company, which ceased operations that year, was the last to operate in the state. Does anyone know otherwise? Paul Brenner recently wrote about the meaning of several terms that he found written on the back of some photos of lumber rafting. One photo shows a man kneeling on a lumber raft and augering a hole in the side. The inscription reads "Putting in a Yankee". The second picture shows three men holding poles that are almost vertical and extend through the raft. Its back has "Putting down the grouzers" (or growsers?) written on it. Does anyone know the meaning of these terms?

The Proceedings of our annual meeting are at the publisher now and will be sent to members shortly. You will also be receiving your membership renewal notice soon. Please renew promptly and try to get a friend to join or give someone a gift membership.

Randall Rohe, Editor

White Pine Treasure

The last issue of "Chips and Sawdust" contained an article about salvaging dead heads from Lake Superior. A recent column by Peter Maller in the *Milwaukee Sentinel*, March 5, 1992, contained the following additional information.

Scott Mitchen more than just lives in the past. He swims in it.

Mitchen is a deep-sea diver and professional treasure-hunter, who visits ancient pirate shipwrecks at the bottom of ghostly, shark-infested seas.

"Every time I put on my scuba gear, I leave the 20th century," said Mitchen, president of Explorations International Inc., a Washburn-based firm that searches the world for lost gold and silver.

"It's not just the money that attracts me," said Mitchen, who spends thousands of hours in libraries researching the location of likely treasures. "It's the journey - it's the going back in time."

Now, after years spent combing South America and the Caribbean for riches, Mitchen has discovered a rare treasure closer to home.

In the icy depths of Lake Superior, Mitchen found tens of thousands of virgin logs that were cut 100 years ago in Wisconsin's primeval forests.

"I was out there looking for shipwrecks, and then I saw these logs - piles and piles of them."

Mitchen wants to salvage this virgin timber and use it as the focal point of a lumberjack theme park, which he expects to build in Ashland or Washburn.

The complex would include an old-fashioned saw mill and an 1800's-vintage logging camp.

He also wants to produce handcrafted, 19th century-style furniture from this long-lost resource.

To claim logs brought to the surface, Mitchen must obey a state antiquity law that requires the finder to wait one year before taking possession.

"That's a real problem," Mitchen said. "Because within 30 days of being exposed to the air, the logs turn to mush. There is some enzyme or something in the wood that causes this reaction."

If the logs are sawed while still wet and dried in a kiln or in a drying shed, the wood can be preserved in its original condition, he said.

Rep. Barbara J. Linton (D-Highbridge) has written legislation that would set up a permitting process to enable certain qualified divers to immediately own the logs they find.

The bill was approved by the Aquaculture and Forestry Committee, a spokesman for Linton's office said. It is expected to come before the Assembly this session, he said.

Dave Cooper, a marine archeologist at the State Division of Historic Preservation, said the law would require divers to turn over logging artifacts found at the bottom of the lake.

Peter Webber 1901-1992

Peter L. Webber, 90, of Porterfield, well known area logger, lumberman, conservationist, historian, writer and businessman died Monday, March 30 at Bay Area Medical Center, Marinette.

Born September 4, 1901 at Little Suamico, he moved with his family at the age of 11 to Winesville in the town of Porterfield. He helped his father work the family farm and attended Winesville school. As a young man he purchased a lathe mill and began pulling deadheads on the Menominee River. Through the ensuing years he engaged in logging operations in Wisconsin and Michigan. Shortly after his marriage to Rosalyn Philipps of McAllister, Mr. Webber attended the Milwaukee School of Engineering where he received an associate engineering degree. In 1928 he built a sawmill on the Menominee River and expanded logging operations. He built the Webber Lumber Company across from the saw mill on River Rd. in 1931. Over the years he expanded his business to include a total of four lumber companies with Webber Lumber trucks running as far as Chicago and Minneapolis.

Mr. Webber was a member of the Menominee Historical Society, Marinette Elks Club, Wisconsin Lumbermen's Retail Association, Sierra Club, Peshtigo Gun Club, Porterfield Lutheran Church, and the Forest History Association of Wisconsin.

Recent Publications

J. C. Ryan "Lumberjack Nicknames." *Timber Bulletin* 46 (August/September, 1991); 22-23. Folklore of Minnesota logging camps, early twentieth century.

Gerald Vandehei "An Analysis of Wisconsin Forest Inventories, 1932-1990." *Timber Producer* (August 1991): 52-56.

Nelson Van Valen "James J. Blaisdell, Wisconsin's Eclectic Environmentalist." *Wisconsin Magazine of History* 74 (Summer 1991): 297-311. Early advocate of forest conservation and sustained yield management practices.

Indians Kick About Sawmill

The building of a sawmill by the federal government at Neopit on the Menominee Indian Reservation in 1908 and its subsequent management were plagued by controversy. The following article from the *Forest Republican* (September 3, 1909) is typical.

Keshena reservation Indians are going to Washington to make complaint against the management of their \$2,000,000 sawmill plant which was built on the reservation by the government with the money of the Indians. They will try to have the federal government make an investigation of the affairs of the project.

At a massmeeting held at Keshena, resolutions were adopted formally charging incompetency of management and a committee was appointed to file these charges with the interior department under which the mill is now being operated.

Upward of \$2,000,000 belonging to the Indians have been spent on the project. The mill is probably the finest of its kind in the country, thoroughly up-to-date as to machinery and equipment, but it has been at a practical standstill since completed, as it has been found almost impossible to retain any labor for any length of time.

The superintendent claims that the Indians are too lazy to work, while these retort that conditions are not fair and reasonable.

Attempts to employ skilled white labor have also failed, mechanics, complaining of the red tape which is entangling every department of the mill. Some time ago it was charged that it took six weeks to get a file used for sharpening teeth of saws that had grown dull.

It is also claimed that much money has been spent in an extravagant manner. As an instance it is said that it has cost \$27,000 to repair nine miles of road through the forest on the reservation from which it is expected to get the logs for the mill's supply.

When the mill was erected it was credited to the forestry service. A few weeks ago it was quietly transferred to the interior department, according to reports here. E.A. Branhiff was the only one of the original force, it is claimed, whose services were retained.

Meanwhile the Indians who in the past received a substantial annuity on the \$2,000,000 which the government held in trust for them, have become restive and the appeal to the department at Washington is one of the results.

Early Lumber Contract

The *Eau Claire Leader* (March 1, 1916) contained an article on a lumber contract executed in 1844 between Carson, Eaton, and Wales and Benjamin W. Brunson.

Mr. C.W. Lockwood of this city, has in his possession, and has allowed us to copy for our readers, a most interesting document. It is dated in 1844, and is the original contract between the firm of Carson, Eaton and Wales, then operating on the Eau Galle River, and Benjamin W. Brunson, for the sale of the lumber of the firm to Brunson.

The Old Contract

Articles of Agreement made and entered into this tenth day of June, 1844, between George C. Wales, Henry Eaton, and William Carson, partners, doing business under the name and stile [title?] of George C. Wales Co., at the Augalett (Eau Galle) Mill in Crawford County, Wiskonsin Territory, of the first part and Benjamin W. Burnson of the same county of the second part: Witnesseth

1. The said party of the first part for and in consideration of the stipulations and agreements herein after mentioned, covenants and agreeing to and with the said party of the second part to sell him

all the pine lumber which the said party of the first part shall make at the said Augallett (Eau Galle) Mill, between the date hereof and the 15th day of October next, (except two hundred and fifty thousand feet which they reserve for their own use) to be rafted in the usual manner of rafting lumber on the Chippewa river and its branches and delivered at the Eddy landing near Hudsons opposite the mouth of the Chippewa on the Mississippi River; to be coupled together and supplied with oars or sweeps suitable for running said rafts down the said river. The said lumber to be sawed into boards and planks twelve and sixteen feet in length, one inch, one-half inch, and two inches thick and in such quantities and proportions of each as the timber will make and the usual market at St. Louis and other places above, on the Mississippi river requires.

2. The said party of the second part, for and in consideration of the stipulations and agreements above stated, covenants and agree to and with the said party of the first part, to pay them, for the said lumber so made, rafted and delivered at the said landing near Hudsons, the sum of eight dollars and fifty cents for each and every thousand feet, not including sand, boards, binders, or coupling boards, the said lumber to be measured as follows: to wit-the inch and inch a quarter stuff to be counted as inch stuff, the inch and a half stuff to be counted inch and a half and the tow inch stuff to be counted two inch or double that of inch stuff. The first raft to be measured by the said party of the first part; at the mill at the time of rafting and afterwards, at the request of either party a man capable of measuring

lumber shall be agreed upon to measure said lumber, according to the St. Louis custom.

3. It is further agreed and understood by the said parties, that the said party of the first part, shall saw and deliver as aforesaid, to the party of the second part, lumber to order, not exceeding sixteen feet in length on reasonable notice, which shall be rafted and delivered, and at the prices aforesaid on or before the 20th of October following. And it is also agreed and understood by the said parties that for the last raft to be delivered on or about the 20th of October next, the said party of the second part shall have a credit therefor of sixty days.

In testimony whereof the said parties have thereunto set their hands and seals, interchangeably, in duplicate, the day and year first, above written.

(seal) Geo. C. Wales

(seal) Ben W. Brunson

In presence of B.W. Brisbois

Birch For Gunstocks

The increasing importance of hardwoods after the turn of the century is reflected in the variety of products made of it. This example appeared in the *Oconto County Reporter* of December 16, 1915.

Reports reaching Oshkosh lumbermen show that Wisconsin birch, as a substitute for black walnut in the manufacture of gunstocks has become so generally accepted and acknowledged that the manufacturers of that kind of lumber have been

obliged to refuse a number of large orders within the last few weeks. They are now turning their attention to getting out a new supply in large quantity during the logging season, that they may be prepared to take care of the business which is expected to follow next spring.

For several months the manufacturers of firearms were in a quandary. Black walnut, used almost exclusively in past years, was becoming scarce through the depletion of American forests and the European war. A substitute had to be found. Wisconsin birch was suggested and considered. Government reports and tests showed that it was adaptable for that purpose. The manufacturers tried the experiment and pronounced the experiment a success. Orders poured in and many million feet of the lumber were sent to eastern states.

It is stated that birch for use as gunstocks has become a fixed and staple commodity now. The guns, however, are not all being made for Europe. Thousands of them are used in this country for hunting and for other purposes. The gun manufacturers are taking advantage of the new demand for birch and the coming year will show many pieces on the market with beautiful stocks of birch stained in attractive dark finishes. The bulk of this supply of this wood is located in Wisconsin and Michigan.

Lake Scows For Pulp Wood

As the Upper Peninsula became an increasingly important supply point for pulpwood for the paper mills of the Fox

River Valley, various attempts to improve the transportation of the pulpwood on the Great Lakes were tried. The *Appleton Post* detailed one such attempt on October 24, 1901.

A few days ago a couple of big lake scows arrived in Green Bay on their maiden trip from the "Soo" country. They were loaded with pulp wood and represented an experiment that is being tried by Frank Perry to devise some better way of getting pulp wood over the lakes than by rafts. A great deal of wood is lost out of the rafts in going across the lakes, the amount varying a good deal with the weather, but being considerable at all times, and then there is the ever-present danger of the rafts being driven ashore if a heavy blow should come on and being a total loss. The rafts are also very slow in motion going usually about a mile an hour, two miles an hour being something like express train speed for them.

Mr. Perry has wanted to find some better way of bringing the wood in by water and has had these rafts built at large expense. They will hold about 400 cords of wood each and a tug is able to take them along at a very much better rate of speed than the rafts can go.

Little Falls Dam

One of the better known of the hundreds of logging dams that once existed in Wisconsin was the Little Falls Dam on the Chippewa River. Gene Harm supplied this article from the *Cornell Courier-Sentinel*, December 6, 1979.

Before there was either a Holcombe or a Cornell there was Little Falls, a small settlement attracted by the construction in 1878-79 of a large right-angled wooden dam across the Chippewa River about 30 miles north of Chippewa Falls and perhaps 10 miles from Brunet Falls.

The only clues to its site now are a short section of the old trail west of the barn location and a top-less old elm tree that had been planted in the garden at the corner of the Dam House. Both can be seen from Hwy M just west of the bridge over the Chippewa near Holcombe.

In the early days of the Chippewa River there were four falls or rapids in a 30 mile distance. Jean Brunet recognized the importance of two of them, and the Chippewa Lumber and Boom Company saw the need for the dam at the fourth one. The second marked Vermillion Falls on early maps seemed to be the site of present day Jim Falls.

Little Falls, flowing over big boulders in a bend of the river a short distance from the west end of Irvine Street in Holcombe, seemed rightly named. A good paddler could bring a canoe through the rapids, and Charley Robert could birl a log through without getting dunked on most of his attempts. It was a beauty spot regrettably lost when the new dam was built below it.

The Chippewa Lumber and Boom Company, including various big name lumbermen at different times as interests were bought and sold, built and contracted the dam in 1878-79, 100 years ago now. The men in charge of construction were Ben Millard, superintendent of crews, with Elijah Swift of

Eau Claire and Joseph Vilas of Chippewa Falls as assistants.

The dam rose from a foundation of 63 feet wide with abutments having a width of 100 feet. Thirty two flood gates opened singly or together. After a severe flood the angle intended to break the force of water was enlarged, and the width of the dam increased to give greater strength. Two sluiceways allowed wanigans to go through and a narrower one was made for batteaux.

There were ice breakers above the dam and a 270 feet wing dam below. Small wing dams were built on the Fisher River and some of the bigger creeks flowing into the Chippewa to keep logs from getting away or rolling dams built at the creeks to roll wayward logs back into the river. Water could be raised to a depth of 16 feet; and when that high, it created a reservoir extending 10 miles up river. The reservoir at its highest could raise the water level in Beef Slough 100 miles away on the Mississippi near Lake Pepin three feet. Little Falls was an important dam for logging.

The planking on the top of the dam was wide enough for a team to travel it as a bridge. In fact that was the only way to cross the river there, except by boat or on the ice in winter time. Few bridges were built in the area until after 1906. During drives people became adept at crossing on the logs that might be waiting to be put through the sluiceways. A wooden railing on the down river side gave a feeling of security as one crossed.

The names of two men are recorded as superintendents of the dam. There may have been others.

Randolph Smith preceded James Jardine, whose logging travels brought him down from Nova Scotia. Luke Lyons, the man who carved the Indian, has been mentioned by some as a superintendent, but that seems doubtful as the Little Falls Journal records his driving a team of oxen and his going to help break-up a log jam up on Jump River, not exactly work expected of a man-in-charge. He lived there for several years, hewed the wooden Indian "anchored on the bridge April 23, 1885" from a pine log that did not come "swirling down the river" but was cut by Lyons and Eugene JuVette in the area now submerged as Pine Lake. Old Timers claim they can point out the stump when the lake is drawn down.

Floods plagued the dam several times. When rampant waters carrying millions of feet of logs hit any part of it, some part had to give way. Logs were piled up all over roads, blocking them and taking out bridges to Chippewa Falls and beyond. Probably the worst flood followed three days of rain Sept. 15, 16, and 17, 1884 that took out both sides of the dam, part of the warehouse, and the blacksmith shop with logs piling up over the wrecked dam and along the shore for miles.

The men began immediately to clear away logs as far as Brunet Hill and Bob Creek. Two weeks later crews prepared to rebuild the dam. The blacksmith shop was rebuilt first. With the simple equipment available in those days, rebuilding was a big job, especially since the strength of the dam was to be improved. More than 8,000 loads of stone blasted from the river down stream were hauled by six teams to make stronger cribs. Nineteen teams worked on

the rebuilding at one time. January 11, 1885 Mr. Weyerhauser and Mr. Irvine came to make calculations on sending 40,000 feet of planking for the top of the dam. Tote teams were constantly bringing in supplies for the men, the horses, and the oxen kept there. Many loads of iron and gravel were hauled in. If a tote team "went to town" or "a tote team came from town," the town meant would have to be Chipewewa Falls.

The rebuilding was completed April 10, 1885, and the men were paid for the winter's work and left for town.

There were other floods later that took out parts of the dam; and a few times the wooden Indian would go too, but he would be rescued minus an arm, his tomahawk, or a foot. He was on the dam, facing upstream as a welcoming symbol to all river journeymen as late as the early 1920's when enough of the dam was still intact so that one could walk out on it to get a picture of him.

Before the completion of the dam, the barn and warehouse had to be rebuilt. Close to the shore just north of the dam was a frame building used for storing supplies that loggers and settlers could buy sturdy clothing and tobacco. The water level area was the boat house for smaller boats used to get around at the dam.

The barn was a log building large enough for draft horses and oxen regularly kept at the dam as well as teams used by travelers who used the tote roads. The loft was filled with blue-joint wild hay [from] along Meadow Creek that flowed into the

Fisher east of the Farm. Sometimes extra hay was bought from Flambeau Farm.

In front of the Dam House and toward the sides, white picket fences encircled the yard with a wide archway entrance, decorated on top with an attractive carved white sailboat. Who carved it and what happened to it when wreckers tore down the house years later will always be unknown.

Prominent names of our area are connected with Little Falls, many of them from Eau Claire and Chippewa Falls -- William Irvine, E. Culver, O. H. Ingram, Delos R. Moon, Fletcher Coleman, Walla Barnard, Peck, Rutledge, Weyerhauser, Shaw. Many others owned shares in the Chippewa Lumber and Boom Company, but many sold when the company was not making money. Others of them became millionaires.

Two remnants of the early Little Falls are in the area yet. The log horse barn was moved many years ago to an empty acreage on Hwy. M about 2 miles east of Hwy. 27. The roof has caved from neglect. The small log house occupied nearly 100 years ago and later used as the Kamper's Kitchen when it was moved to the site of an early park along the west side of the Chippewa River near the old bridge, was thoughtfully dismantled to save it from vandalism.

Why couldn't it be reassembled again on the back of the Holcombe Town Hall lot back of the wooden Indian the former occupant carved for the dam so many years ago?

Malcom Rosholt's book, *Lumberman on the Chippewa*, contains considerable detail on the Little Falls Dam as well as numerous photos of it.

Hemlock Lumber

As the pine became exhausted, the lumbermen turned their attention toward other species like hemlock. The exploitation of hemlock brought a boom to areas like Taylor County which contained large stands of it. As the *Chippewa Times* of December 11, 1889 wrote:

Our friends, the lumbermen, are talking very blue these days. They say that the yellow pine of the south has made sad havoc with the market and many firms are carrying larger stocks over than ever before. The southern lumbermen are paying little or nothing for stumpage and when the northern white pine lumbermen pay \$5 and upwards per stumpage it is very difficult to compete with his southern brethren. This is true, and the day when the pine tree was sole king is liable to wane. There is another kind of timber in Northern Wisconsin, however, that can be manufactured as cheaply and will make as good lumber as the yellow pine of the south, and that is hemlock. This country is noted for the vast quantities of hemlock, and the owners of land will be willing to sell the stumpage at very reasonable figures. Hemlock, when properly handled- that is, when handled with the same care and consideration given to pine - makes good lumber, and finds ready sale in the market. If the lumber is carelessly piled and put upon the market undressed, it does not sell well, but we have the word of one of the best lumbermen in Wisconsin, one who speaks from experience, that it sells steadily when properly hand-

led. This being the case there is no reason why the hemlock industry should not be developed in this country where it abounds beyond all reason. Now that Medford has a tannery capable of using the bark from six to ten million feet of logs yearly, it is probably that more hemlock lumber will be sawed here than formerly. Many of the farms in Taylor county are entirely timbered with hemlock, and if the farmer can peel his bark in the spring and haul his logs the following winter, this industry will prove a source of revenue to him while aiding him to clear his farm. It has been the practice heretofore to cut down the hemlock timber and burn it, bark and all, in a log pile. It does not cost any more to cut down a tree to peel than it does to cut one to burn, and the cutting has to be done only once, even if the logs are hauled to a mill.

We understand that the Medford mill will be stocked with hemlock logs the coming winter. That is very good as it gives the farmers a chance to sell their logs to a firm that will manufacture them at home, and not run them down the river to be sawed in La Crosse. We learn also, that there is a move on foot to form a company to purchase the mill, or site, and build another of increased capacity. That is better, the more lumber manufactured here the better for the town. There is more hemlock in Taylor county than there ever was of pine, and if the timber is properly handled it will result in more benefit to the country than the pine ever did. Hemlock forever.

In 1893 a grandiose attempt to demonstrate the usefulness of hemlock for lumber took place. The Winchester Hotel in Medford was constructed entirely of hemlock.

Reforestation

The *Antigo Journal*, May 3, 1901, noted an early attempt by the Paine Lumber Company of Oshkosh to reforest its land in Langlade County.

The Payne Lumber, which owns about one third of the town of Upham, has decided to make some experiments in forestry, in that town. They are setting out 30 acres of black walnut trees and if they withstand the rigidity of our northern winters, much more of this company's chopped over lands will be used for this kind of farming.

The history of such early attempts at reforestation by lumber companies would make an interesting article.

Holmes Logging Line

The *Marinette Eagle-Star* (March 22, 1980) gave a short history of the first logging line to operate in the Marinette-Menominee area.

The forest products industry remains a vital part of the economy of the Marinette-Menominee area today although it may not have the glamour and nostalgia of the pioneer era when timber was the major source of work for local residents. Lumber tycoons built their empires on the vast forests of this area during a period when the raw materials produced here provided the impetus to develop

housing, business and industrial establishments in the Midwest.

The lumber jacks working the woods in those days did not have modern conveniences such as chain saws and heavy-duty equipment such as the men of the forests today. Instead, they used manually-operated saws and axes. Teams of horses were used to remove the timber from the woods on dirt or ice covered roads.

A significant breakthrough to greatly expand the timber industry was the introduction of logging trains. They were able to move timber at a faster pace and haul larger volumes. The first logging train to operate in the Marinette-Menominee area was the Holmes&Son Logging Railroad. It later became the Wisconsin and Michigan Railway Co., a company that established the famous Four Seasons Club in northern Marinette County in 1905.

The old railroad hasn't been forgotten. When Wisconsin's budget documents were published early in 1979, a Holmes logging train was featured on the cover. The photo, furnished by the State Historical Society of Wisconsin, was one of about 34 historical photos used in the publication. A history of the railroad also is featured in the January-February issue of the Railway Gazette of the Mid-Continent Railway Historical Society.

The author is John Gruber who is special projects coordinator in the office of information services at the University of Wisconsin-Madison. Gruber has a long standing interest in railroads. He did the article as a personal project.

William C. Holmes built the railroad. He is a great-grandfather of Mrs. Al Ochs of Marinette and Dr. Guy Holmes II. Guy Holmes I was the son of William C. Holmes. The widow of Guy Holmes II resides in Marinette.

Born April 16, 1830, in New Brunswick, William C. Holmes worked his way to Maine when he was 17 and later arrived in the Midwest. Initially, he settled in the Green Bay area, then Escanaba, Michigan, and eventually came to Menominee in the fall of 1858, when he was 28. It was in Menominee that he began to assemble his business operations which were among the most successful in the area. He also became a strong community leader.

William C. Holmes served as mayor of Menominee in 1897, 1898, and 1899 when the terms of office were for one year. He served on the county board and the board of education in Menominee. Old Holmes Avenue, now 13th Avenue, was named in his honor. So was Holmes township in Menominee County.

He was associated with the former Kirby Lumber Co., one of the largest on the Menominee River, before the turn of the century, and also with the Carpenter-Kirby Co. He was a stockholder in the former Lumberman's Bank in Menominee owned substantial stock in a paper company and was active in Masonic Lodge affairs. He died June 14, 1913.

The first nine miles of the Holmes logging line was established in 1892. Holmes had obtained a lucrative contract for 120,000,000 feet of pine for N. Ludington Co. of Marinette. He also had other contracts for pine and by October of 1892 the Hol-

mes Co. had a working force of 300 men. By December, the Holmes Railway had three locomotives ready to move the pine.

The fledgling company wasn't without its problems. In the first month of operation a newly-erected roundhouse in the Dunbar area was destroyed by fire: two locomotives were heavily damaged at a loss of about \$7,000. The damaged locomotives were brought to the old Menominee Iron Works, now Menominee Boiler Works, for repairs.

The Holmes line was built west from Holmes Island in the Menominee River. The pine was hauled to the river and then floated downstream some 40 miles to the Twin Cities. A bridge to the island was constructed in 1895. In the winter of 1894-95 approximately 200,000 to 275,000 feet of logs per day were moved to the river for the N. Ludington and Carpenter-Kirby Companies based here. The rail line was expanded and eventually included about 60 miles of track in Marinette County.

Timber operations shifted for the Holmes Co. and for a time the demand for rail shipping decreased. The Holmes Line and about 200 acres of land were sold to Wisconsin & Michigan Railway in June 1904. A 60-foot iron bridge across the Menominee River, 12 trestles totaling 620 feet and all of the track were included in the transaction. Historians, checking company records, estimate that about 500 million feet of logs were carried out of the woods by the Holmes Railroad during its operation.

Holmes Island, a scenic 82-acre retreat on the Menominee River, later became Miscauno Island. The Wisconsin & Michigan Railway constructed a plush resort there in 1905. The original facility was destroyed by fire in 1923 and a new building replaced it. Today the resort is known as the Four Seasons Club.

Logging Camp Excavation

Passport in time volunteers under the director of Mark Bruhy, Nicolet National Forest Archaeologist, and Randall Rohe, University of Wisconsin - Waukesha, will continue excavations of a Woodland Indian-logging camp site during the last two weeks of June at Boulder Lake near Langlade, Wisconsin. Limited excavations and historical research conducted during the summer of 1991 suggests the logging camp was a jobber camp that operated during the late teens and early twenties of this century. They probably logged for the Oconto Lumber Company, which had a mile at Oconto, and shipped the logs via the Bonita Line, an extension of the Chicago and Northwestern. Volunteers must commit a minimum of five days. Free camping will be provided at the Boulder Lake Campground. If interested contact Mark Bruhy (715-362-1361) as soon as possible. The site will be open to visitors. This year we will be focussing on the logging component of the site and I hope as many FHAW members as possible will stop by. The March/April 1992 issue of the *Wisconsin Outdoor Journal* contained an article about last summer's excavations.

The Annual Auction

We need to begin acquiring items for our fifth annual auction. Both the quantity and quality of donations last year were well below our expectations. The auction is one of the few ways in which we can increase our capital fund and we need to make every effort possible to ensure a successful auction. Relics, artifacts, books, photos, lumber company tokens, post cards, and other logging and lumbering memorabilia are needed. Other antiques are welcome as well. Donations, of course, are tax deductible. If you haven't anything to donate but know someone who might, please send her/his name and address to Mike Weckwerth, 110 S. Prospect St., Merrill, Wisconsin 54452. His phone number at home is 715-536-1342 and his business number is 715-596-2522. Mike has agreed to solicit auction items and hold them until the auction. Items may be sent directly to Mike or given to a board member listed in this newsletter. We'd like to include a list of auction items with the annual meeting materials which are mailed in early September. So, please contact Mike or a board member as soon as possible.

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