

**A Newsletter  
From**

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

**MAY 1994**

## OFFICERS AND DIRECTORS, 1993-94

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

Karl Baumann  
1119 Florence Street  
Marinette, WI 54143

Frank N. Fixmer Secretary-Treasurer  
604 9th Street  
Mosinee, WI 54455

Eugene Harm - President  
Route 2, Box 46B  
Cadott, WI 54727

Don Lambrecht - Vice President  
1665 Patten Street  
Green Bay, WI 54301

Randall Rohe  
UWW 1500 University Drive  
Waukesha, WI 53188

Michael Sohasky  
1435 Neva Road  
Antigo, WI 54409

Forest Stearns  
3040 Sorensen Road  
Rhineland, WI 54501

Jacque D. Vallier  
10243 N. Westport Circle  
Mequon, WI 53092

## **1994 FHAW STUDENT SCHOLARSHIP AWARD WINNER**

Janet Young of Mason, WI, has been chosen for our 1994 Student Scholarship Award. Janet was born in Chicago, but as a child vacationed every summer in the northwoods. Her father, who was her mentor, was an avid sportsman and naturalist. Janet located her family in Mason in 1972 and raised her three daughters there. She has worked as a real estate broker, community development director, construction representative, and director of an historic interpretive center. She has a great love for local history and is currently President of the Mason Area Historical Society. Janet wishes to thank the FHAW for the Scholarship Award and looks forward to working with us. The following is an excerpt from a paper written by Janet.

### **MASON A LUMBER MILL TOWN**

In 1882 a delegation of prominent businessmen went from Ashland to the future town site of Washburn. Documentation tells us that they travelled on the "Wadsworth", a boat that ferried from Ashland to Bayfield. The trip was for an inspection by the civil engineers who were planning the surveys and docks to be built for the future town site. Some of the gentlemen on board were Col. John C. Spooner, C. H. Pratt, Samuel Fifield, S. S. Vaughn (owner of the boat), Mr. Wintin (president of the Omaha Railway), and John A. Humbird. The group was in the area for several business reasons. That same year the Chicago, St. Paul, Minneapolis and Omaha Railway Company began construction of the line from Cable to Benoit, a line that took considerable engineering through the Bibon Marsh. The next year, 1883,

John Humbird built the original mill on the shore of the White River and the Village of Mason sprang into prosperity. John named the site "for the Free Masons, because a friend of his (believed to be one of the railroad's engineers who accomplished the difficult Bibon Marsh crossing) was a very enthusiastic Mason".

The original mill burned in the fall of 1893. The rebuilding of the facility brought an opportunity for expansion. The new mill was said to be the largest in the northwest. It was steam operated and equipped with three band saws and a gang saw. The output capacity was 250,000 board feet per shift. At one point the mill ran two ten hour shifts, producing a half a million board feet of lumber per day. There was also a planing mill at the site. They manufactured lumber, lath, and shingles. About 300 mill workers worked in four area logging camps: Southerland, Lindsey, McMahan, and Delta. They worked the lumber camps all winter while the mill was closed. Their winter pay was in coupons for the company store. In the spring when the White River opened up, they floated the logs down to be cut.

Mostly Scandinavian, the lumber camp and mill workers lived a hard life. They were strong people doing physical work. Even the trip to the new country was strenuous. In 1883, Martha Axness, a woman of 45 from Vardalen, Norway, made the grueling trip by ocean steamer and then train. She came to join her husband, Ole. The railway line was not yet completed through the Bibon Marsh, so Marsha walked the last 20 miles from Cable to Mason with her one year old son, Ole Jr., on her back. The family lived in a tarpaper shack while they tried to raise enough money to bring their three daughters over from Norway. Martha was the first white woman living in the village of Mason, and her second son, Henry, was the first white child born there. Martha lived in Mason until her death in 1927. Her family became an important part of the history of the community.

The demand for lumber was incredible at the turn of the century. Railroads played an enormous role in the removal of the virgin forest. While the Omaha line shipped in supplies and shipped out cut lumber, the DSS&A Railroad shipped in logs that had been cut at many lumber camps throughout the region. The DSS&A line ran east and west less than a mile south of Mason. The two railroads met at the Bibon crossing. Massive amounts of timber were dumped into the White River at Bibon and floated to the mill pond.

In 1900, Thomas J. Humbird, John's son, left Wisconsin to take charge of the newly acquired Humbird Lumber Company mill in Sand Point, Idaho. The officers in that operation were "lumber barons": John A. Humbird, of St. Paul, president; F. Weyerhauser, of St. Paul, vice-president; and E. Rutledge, of Chippewa Falls, secretary. The organizing capital was \$500,000 and Thomas received an annual salary of \$3,000. In 1901 Humbird absorbed the Sand Point Lumber Company and expanded the production to double its former output. With a booming lumber business in Idaho, John sold the Mason mill to Edward G. Hines Lumber Company in 1904. John passed away in 1911. The Mason mill was then renamed the White River Lumber Company and continued to prosper under the leadership of C. H. Werden. Mr. Werden gradually acquired possession of the entire real estate holdings of the company. He became one of the principle stockholders of the Mason Mercantile and the principle owner of the Mason State Bank.

At its peak, in the logging days, Mason had a population of about 2000. It was a bustling community. There were four boarding houses for unmarried mill workers: the Mason House, Castle Garden, Club House for Swedes, and Norway House for Norwegians. There were also three hotels, a police force, a bowling alley, and The Modern Woodmen Hall. The building attracted road shows and served as the local dance hall. The

Annual Statistical Report for Bayfield County in 1909 lists the following information for Mason: 26 swine, 159 wagons, carriages and sleighs, and 18 pianos. The general store had a long history. It was originally owned by the lumber companies. It employed as many as 10 clerks. Charley Larsen was manager for 33 years. After the mill closed the store became the Mason Mercantile. The building burned to the ground in 1924 and was rebuilt by 1925. It was later sold to M. Schraufnagel and Sons, Inc. It operated successfully as a hardware store, lumberyard, and general contracting firm until 1991.

By 1911 the choicest timber was exhausted. The cutover land was perfect for farming, though, and a new industry sprang up. Immigrant families continued to move in and the stumpage land became farms. The White River Lumber Company closed the Mason mill in the summer of 1914. Some people chose to move west with the logging industry and some chose to stay and take up farming or other trades. The vacant company homes in the village were purchased by C. H. Werden and sold for \$50 each. Those that weren't purchased by individuals were sold to a salvage company. They disassembled nearly the entire town and shipped most of the salvaged lumber to Superior to build company homes for mining company dock workers.

Mason is now a quiet community where second growth forest and planted trees leave little hint of the enormous white pine forest that created the boom town era. Only historic photos of the mill pond and the massive structure that was once there give us an indication of the industry that created this community. Old buildings like the school, railroad depot, and bank remain as a reminder of a time gone by. The picturesque hilltop cemetery is a beautiful garden of memories. It holds fascinating clues to the past and its hard working individuals, who's lives centered around this little northwoods lumber mill town.

## HISTORY PRESERVATION AWARD

FHAW recently received the belated news that **JAMES COUGHLIN** of Winneconne was the recipient of a Local History Award of Merit from the State Historical Society of Wisconsin. The award was given in October, 1993. Coughlin will be remembered by FHAW members as a regular attendee of the Association's annual meetings and active bidder of historic books at the annual auctions. Evidence of that interest lies in the fact that this award was earned in part by his amassing a collection of over 500 books by other area historians, in addition to having co-authored or commissioned 14 history books and assembled 28 scrapbooks of clippings dealing with the village of Winneconne and Winnebago County. Coughlin was instrumental in the organization of the Winneconne Historical Society in 1962 and in establishing the town's museum in 1968. As a former County Executive, his current project is writing a history of Winneconne's government over the past 50 years and the part he played in it.

## MEMBERS IN THE NEWS

**DAN MEYER**, Wisconsin Rapids, retired from Consolidated Papers, Inc., last February 28th, following 42 years of service. He joined Consolidated in 1951, served in various administrative capacities and eventually became director of public affairs in 1974. His many achievements include the establishment of public tour programs for its mills and forests, such as the opening of the company's forest lands for multiple uses and hosting open houses that permitted the public to better understand the company's operations. During his tenure, Meyer held a variety of offices in the Wisconsin Paper Council, the American Paper Institute and the American Forest Council. Currently, he is a member of the Governor's Council on Forestry.

**FRANCIS PINKOWSKY**, Lakewood, WI, constructed a parade float which exhibited a replica of the Holt and Balcomb Logging Camp for his community's annual summer festival. That camp had been reconstructed and developed as a museum by the McCaslin Lions Club, with "Fran" playing a leading role in the collection of the many artifacts used to recreate the original interior of the camp. The museum became the recipient of FHAW's annual distinguished service award in 1988 with Fran accepting the award as the museum's curator.

## **PASSING OF A FHAW MEMBER**

**JAMES P. KAYSEN**, 1910 - 1994. A charter member of the FHAW passed away when James P. Kaysen, 83, died on April 25, 1994. Kaysen will be long remembered for being a railroad historian of note throughout Wisconsin. For his contributions toward the preservation of maps and photos about logging railroads in particular, he was honored in 1992 with its Distinguished Service Award by the Forest History Association.

Over a period of many years, Kaysen's research produced one of the most extensive records of the state's railroads known to exist. Those included a voluminous set of U. S. Geological Survey quadrangle sheets that showed the locations of railroad trackage, including their many branches and spurs, that existed in the 1930s and prior years, as far back as 1850 when the very first railroad in Wisconsin was built: the Milwaukee & Mississippi Railroad, which later became the base line for branches that depended on timber resources for a major portion of its freight revenue.



Kaysen also compiled a list of more than 200 logging railroads that operated during the era before the truck hauling of logs and lumber made rail deliveries practically obsolete. In that regard, he concluded a presentation of his paper on "Railroad Logging in Wisconsin" at an annual members meeting of FHAW in 1978 with this observation: "All that remains of logging railroads are the old grades seemingly wandering aimlessly through the second growth (forests)... They offer a challenge to curious-minded adventurers seeking to follow the old iron trail."

Fortunately for railroad buffs everywhere and all forest history enthusiasts, Jim Kaysen was one of those "curious-minded adventurers" who left a legacy of a record of railroading that contributed to the development of Wisconsin's economic and social structure.

## **JONES LUMBER HISTORY**

Copies of "Survival of the Fittest: A Centennial History of the Jones Lumber Corporation", by Randall Rohe are available from Dick Jones, Forest Resource Center, 325 Cedar St., Suite 309, St. Paul, MN 55101 (612-221-4005) for \$9.50. The Jones Lumber Company, forerunner of the Jones Lumber Corporation, had its headquarters for many years at Appleton and operated sawmills at Buckbee, Elcho, and Wabeno, as well as elsewhere. This 66 page monograph contains numerous period photos of logging and lumbering operations.

## THE TIMBER WOLF IN WISCONSIN

Richard P. Thiel, Tomah, WI, a 16 year member of the FHAW, is the author of a new book, "The Timber Wolf in Wisconsin: The Death and Life of a Majestic Predator". To quote its publicity release, this book "chronicles the history of state conservation politics and the settlers, trappers, loggers, forest rangers, bounty hunters and state biologists who played a part in the wolf's history in Wisconsin". Thiel's story relates the gradual extermination of Wisconsin's timber wolves, the death of the last one in 1958 and their gradual reestablishment during the late 1970s and 1980s.

Dick Thiel organized and led the DNR team that planned and carried out the wolf recovery plan. In 1990, he received an Award of Excellence from the Wisconsin Chapter of the Wildlife Society for his outstanding investigation of the status, distribution and habitat needs of the endangered timber wolf.

The book's soft cover edition of 253 pages, 6" x 9", and well illustrated with photos, tables and maps, is priced at \$17.95 and is available at bookstores or directly from the publisher, University of Wisconsin Press, 114 N. Murray St., Madison, WI, 53715-1199.

---

An old logger tells of his first attempt at a city job: "I got a position as a salesman and I did good right from the start. My first day I got two orders - Get Out and Stay Out!"

## A READER RESPONDS

*(Editor's note: In the February 1994 issue of C&S, I included some articles on the CCC camp Crystal Lake. I took these articles out of some old camp newsletters an older gentleman had given me recently. Paul Brenner of Boulder Junction wrote me after this issue came out and provided additional information. A portion of Paul's letter is printed below.)*

"Camp Crystal Lake was supposed to have been built on Crystal Lake, but the Conservation Department moved it to the SE corner of White Pond Lake. It later became the base for the Boy Scout Region 7 Canoe Base. Charlie Baker was killed by an automobile in Woodruff in the early 1940s, but all of his survey records on the Northern Highlands State Forest ended up in the files at Trout Lake. I started working for the Conservation Department at Trout Lake in April 1947, shortly after getting out of the Navy. After several years a surveying department was started and I worked on it until 1974. We had survey records from a number of earlier surveyors and Charlie Baker's were very reliable. While he did do some surveys, most of his work during the CCC days was to find and perpetuate the original land corners and to set the "40" corners between them."

## LUMBERJACKS ON THE FOURTH OF JULY

*(Paul Brenner also sent in the following article.)*

The Lake Superior Iron and Chemical Company cut the small and poor hardwoods for their kiln in Ashland after various logging companies finished cutting their own logs. The following are parts of letters, mostly between the woods superintendent and the general superintendent, from their ledgers.

**July 6, 1911.** The Fourth of July almost put us out of business. All of our men quit last week to celebrate the Fourth and this writer has chased around all over the country since last Monday trying to pick up a new crew, but it is almost impossible to get anyone of them to work before they have spent every cent they have in their pockets. Most of the lumberjacks are unmarried and have no one depending on them and they don't care a snap for work until they are compelled work and satisfy the crave of their stomach. It is customary among them to save up all they can for the Fourth and then celebrate and blow every cent they have. They wouldn't work around the Fourth if they were to receive twice their regular pay.

**May 28, 1913.** I beg to acknowledge your circular letter of March 24th, regarding the above subject. I am not in favor of paying our wood choppers off twice a month and would prefer to keep on as we have been doing with just a monthly payday, if it is agreeable to you. I will give you some of the reasons why I am not in favor of paying off the choppers twice a month and you can judge for yourself whether I am right or not. About 90% of our wood choppers are habitual drunkards who got to spend the dollar just as soon as they feel it in their pocket. As soon as I get them scaled up they all draw a time check for the wages they got coming and away they are to town to spend it. It takes them now just one week to spend the money they get and to sober up. None of our choppers are working over three weeks and the fourth week they are out boosing (sic). Now, if we had a payday twice a month they would be boosing two weeks and working two weeks and we would get just one third less of wood cut than we are getting now when we are paying once a month. Kindly advise if we may keep on paying just once a month the same as before.

**July 5, 1913.** All of our men are celebrating the Fourth. They commenced Thursday and are still at it. We only had three men left in camp over the Fourth. We had figured on working half a day Thursday, but it was raining and all the men went into town. I am going up to Ashland tonight and see if I couldn't pick up another crew. We must start loading Monday and got to get men from somewhere.

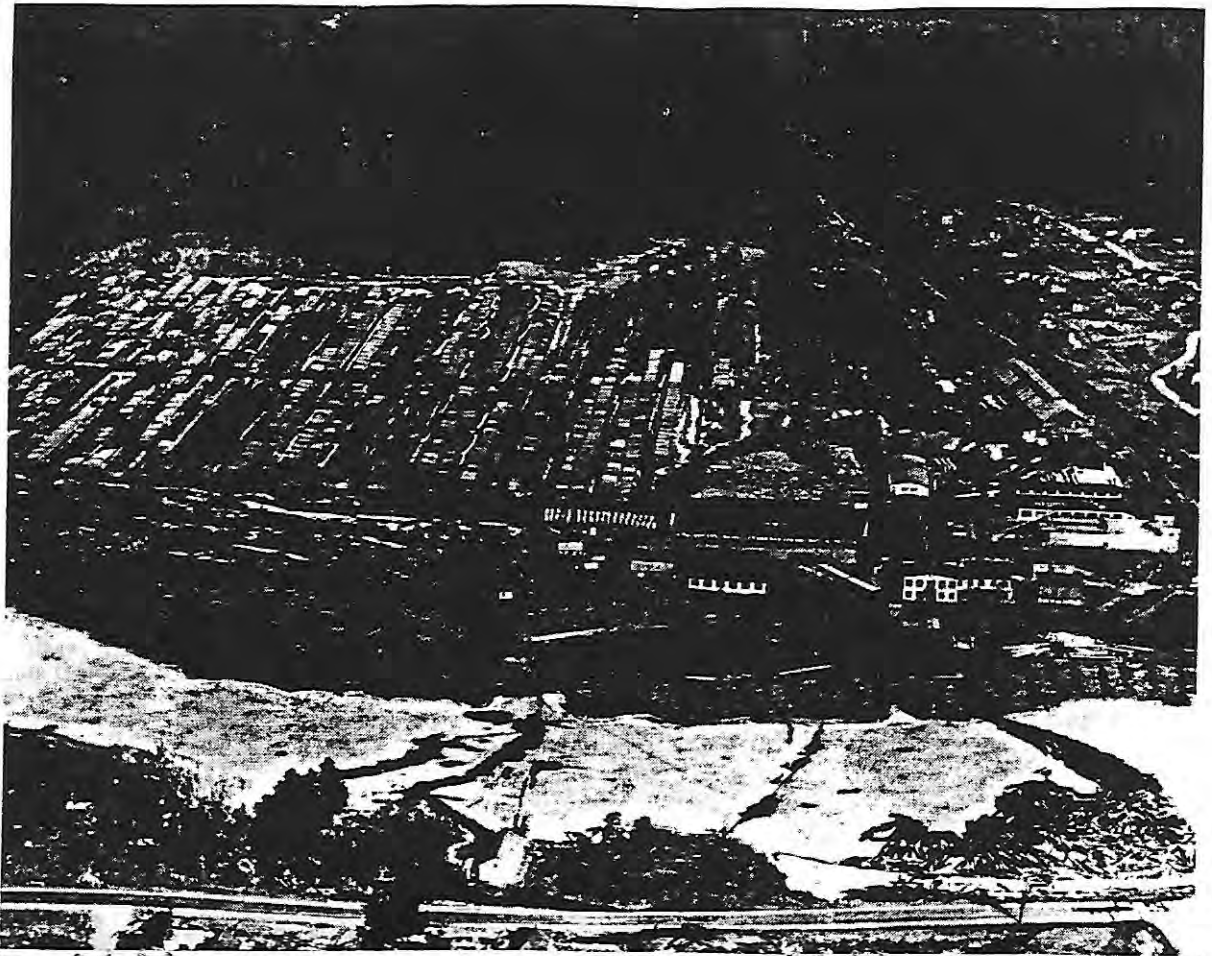
## **MENOMINEES GIVE TREES FOR SCHOONER MASTS**

*(From the Green Bay Press Gazette, Apr. 12, 1994)*

Menominee Tribal Enterprises, on behalf of the Menominee Nation, donated six 75-foot white pine timbers to Milwaukee Lake Schooner Ltd. The trees' arrival will be used to build a 130-foot Great Lakes schooner at Milwaukee's lakefront.

The timbers were selected by Schooner Project officials and harvested by Menominee Tribal Enterprises from its forest in Menominee County earlier this spring. The timbers will be converted into masts for the schooner, which will be built by professionals and volunteers at the lakefront Milwaukee Maritime Center. The trees, estimated to be 170 years old, were saplings during the heyday of Great Lakes shipping. Rekindling interest in maritime education, promoting Great Lakes conservation and using the tall ship to promote tourism are part of the project's mission.

The timbers will be blessed in the traditional Menominee way before they are transported to the Maritime Center on May 3rd. The timbers should arrive on the 4th; at that time, Menominee students from the Milwaukee Indian School will plant six white pine saplings on the Maritime Center grounds. Schooner Project officials and Menominee representatives will join the students for the event.



## MENOMINEE INDIAN MILLS

### 100TH ANNIVERSARY

Building for the future requires sound material . . . and MIM, with its one hundred years experience, provides you with lumber which meets the demands of time. For from seedling to saw timber in Menominee's broad forests, from dry kiln to loading ramp in Menominee's modern mills, MIM lumber receives the careful attention which makes it the material for the future. Recommend MIM lumber to your customers who build FOR THE NEXT 100 YEARS . . . and longer.

## MENOMINEE INDIAN MILLS

NEOPIT, WIS.

(1953)

## TREES FOR TOMORROW - YESTERDAY AND TODAY

*(The following article, written by Dave Otto, is taken from the Green Bay Press Gazette, April 1994.)*

Trees for Tomorrow in Eagle River has become synonymous with natural resources education in northern Wisconsin. This year, the center is celebrating its 50th anniversary. For the last 13 years, Henry Haskell has overseen operations as executive director of Trees for Tomorrow. He will retire on July 6. Haskell discussed the history of Trees for Tomorrow, the current program for both youth and adults and some of the needs and goals leading into the next century.

**Q:** How did Trees for Tomorrow get started?

**A:** It began in 1944. The paper mills were running low on pulpwood, and paper was vital to the war effort. To encourage private forestry, people were given two free seedlings for each tree brought in. Nine paper companies started Trees to run the program.

**Q:** When did education become part of the program?

**A:** It wasn't enough just to distribute trees. We had to teach people how to grow them. Foresters were hired, and the education program was firmly in place by the late 1940s.

**Q:** Wasn't the U. S. Forest Service involved somehow?

**A:** Trees is a private, non-profit organization. No tax dollars were ever used. But the Forest Service had a former CCC camp in Eagle River that wasn't being used, so we got it on a long-term lease. It's proven an ideal location for Trees over the years.

**Q:** How has Trees' sponsorship grown over the years?

**A:** Several power companies, including Wisconsin Public Service of Green Bay, joined the paper companies in 1949. They

owned a lot of land along rivers, and forestry was important to them as well.

**Q:** How about individual supporters?

**A:** Individual memberships in Trees began in 1972. We now have 380 individual members and 20 corporate members.

**Q:** What's your annual budget?

**A:** About \$650,000 a year. Eighteen percent of this comes from sponsors, 18 % from sales, and the rest from fees. Many of these fees involve scholarships provided by companies in communities that send students up here.

**Q:** When did environmental education become the primary focus of Trees?

**A:** The efforts to reforest the area were pretty well completed by the late 1950s. That's when education really took off. When Trees was first set up, it was only expected to last 25 years. But teachers began coming early on, as did groups like the Wisconsin Newspaper Association and the Federation of Womens Clubs. A main emphasis has been on school groups.

**Q:** How many kids have been through the Trees program?

**A:** We've hosted 250,000 to 300,000 students and adults over the years. We're now getting quite a few third generation students. This year, we'll host 250 teachers, 3,500 to 4,000 students and another 2,000 adults.

**Q:** How has the student program changed over the years?

**A:** We stress the three-day program with students staying in the dorms. This gets them to really focus. On day field trips, their minds are still back in school. Instead of just spring, we now host school groups year round. In winter we'll teach them how to use cross-country skis and snowshoes. We used to have mostly high school-age kids. But they have too many conflicts with jobs and such these days. Now we see more junior high students and some as young as fourth grade.



**Q:** What are some of the biggest challenges facing Trees for Tomorrow?

**A:** Environmental education is a terribly competitive business. We've formed a foundation, called the 21st Century Fund for Growth, to build an endowment to be used for scholarships and capital improvements.

**Q:** How about building plans?

**A:** We've been nominated for the National Register of Historic Places, and that's complicated things. There's very little we can do to remodel the existing buildings. Our classroom space is very tight, so a new education building would be a top priority. More dormitory space would come after that.

**Q:** After 13 years at the helm, what are the high points you'll remember?

**A:** Beginning the endowment fund to provide financial stability was certainly important. Working with the industry people and the schools has also been rewarding. But most important has been the development of a highly professional staff.

## **THE WAY IT WAS IN 1878**

The following excerpt from the "Historical Atlas of Wisconsin - 1878" is the first of a three part series that will continue in future issues of C&S. The entire series is one of the earliest detailed records of the beginnings and spectacular growth of the lumber industry in Wisconsin. Especially notable are the many "firsts" in references to the log driving of rivers and construction of sawmills. Readers will readily visualize the tremendous expansion of the entire lumber industry during the period covered by this account. The account was written by W. B. Judson.

## LUMBER MANUFACTURE

Foremost among the industries of Wisconsin is that of manufacturing lumber. Very much of the importance to which the state has attained is due to the development of its forest wealth. In America, agriculture always has been, and always will be, the primary and most important interest; but no nation can subsist upon agriculture alone. While the broad prairies of Illinois and Iowa are rich with a fertile and productive soil, the hills and valleys of northern Wisconsin are clothed with a wealth of timber that has given birth to a great manufacturing interest, which employs millions of capital and thousands of men, and has peopled the northern wilds with energetic, prosperous communities, built up enterprising cities, and crossed the state with a network of railways which furnish outlets for its productions and inlets for the new populations which are ever seeking for homes and employment nearer to the setting sun.

If a line be drawn upon the state map, from Green Bay westward through Stevens Point, to where it would naturally strike the Mississippi River, it will be below the southern boundary of the pine timber regions, with the single exception of the district drained by the Yellow River, a tributary of the Wisconsin, drawing its timber chiefly from Wood and Juneau counties. The territory north of this imaginary line covers an area a little greater than one half of the state. The pine timbered land is found in belts or ridges, interspersed with prairie openings, patches of hardwood and hemlock, and drained by numerous water courses. Not less than seven large rivers traverse this northern section, and, with their numerous tributaries, penetrate every county, affording facilities for floating the logs to the mills, and, in many instances, the power to cut them into lumber. This does not include the St. Croix, which forms the greater portion of the boundary line between Wisconsin and Minnesota, and, by means of its tributaries,

draws the most and best of its pine from the former state. These streams divide the territory, as far as lumbering is concerned, into six separate and distinct districts: the Green Bay shore, which includes the Wisconsin side of the Menomonee, the Peshtigo and Oconto rivers, with a number of creeks which flow into the bay between the mouths of the Oconto and Fox rivers; the Wolf River district; the Wisconsin River, including the Yellow, as before mentioned; the Black River; the Chippewa and Red Cedar; and the Wisconsin side of the St. Croix.

Beginning with the oldest of these, the Green Bay shore, a brief description of each will be attempted. The first sawmill built in the state, of which there is now any knowledge, was put in operation in 1809, in Brown County, two or three miles east of Depere, on a little stream which was known as the East River. It was built by Jacob Franks, but probably was a very small affair. Of its machinery or capacity for sawing, no history has been recorded, and it is not within the memory of any inhabitant of today. In 1929, John P. Arndt, of Green Bay, built a water-power mill on the Pensaukee River at a point where the town of Big Suamico now stands. In 1834, a mill was built on the Wisconsin side of the Menomonee, and, two years later, one at Peshtigo. Lumber was first shipped to market from this district in 1834, which must be termed the beginning of lumbering operations on the bay shore. The lands drained by the streams which flow into Green Bay are located in Shawano and Oconto counties, the latter being the largest in the state. In 1847, Willard Lamb, of Green Bay, made the first sawed pine shingles in that district; they were sold to the Galena railroad company for use on depot buildings, and were the first of the kind sold in Chicago. Subsequently Green Bay became one of the greatest points for the manufacture of such shingles in the world. The shores of the bay are low, and gradually change from marsh to swamp, then to level dry land, and finally become broken and mountainous to the northward. The pine is in dense groves that crowd closely upon the swamps skirting the bay, and reach far

back among the hills of the interior. The Peshtigo flows into the bay about ten miles south of the Menomonee, and takes its rise far back in Oconto County, near to the latter's southern tributaries. It is counted a good logging stream, its annual product being from 40 to 60 million feet. The timber is of a rather coarse quality, running but a small percentage to what lumbermen term "uppers". About ten percent is what is known as Norway pine. Of the whole amount of timber tributary to the Peshtigo, probably about one third has been cut off to this date. The remainder will not average of as good quality, and only a limited portion of the land is of any value for agricultural purposes after being cleared of the pine. There are only two mills on this stream, both being owned by one company. The Oconto is one of the most important streams in the district. The first sawmill was built on its banks about the year 1840, though the first lumbering operations of any account were begun in 1845 by David Jones. The business was conducted quite moderately until 1856, in which year several mills were built, and from that date Oconto has been known as quite an extensive lumber manufacturing point. The timber tributary to this stream has been of the best quality found in the state. Lumber cut from it has been known to yield the extraordinary high average of fifty and sixty percent uppers. The timber now being cut will not average more than half that. The proportion of Norway is about five percent. It is estimated that from three fourths to four fifths of the timber tributary to the Oconto has been cut away, but it will require a much longer time to convert the balance into lumber than was necessary to cut its equivalent in amount, owing to its remote location. The annual production of pine lumber at Oconto is from 50 to 65 million feet. The whole production of the district, exclusive of the timber which is put into the Menomonee from Wisconsin, is about 140 million feet annually.

## LOGGER & HISTORIAN LOUIS HLADISH

*(The following excerpt, from an article in the 1994 Timber Edition of a Tomahawk(?) newspaper, was sent in by Joyce Bant.)*

Working in the woods since his retirement has been just as pleasant for Louis Hladish as during his younger days when he logged and moved earth for a living. So far this year, it has been even more pleasant for Hladish than ever because the red pine and spruce he is cutting have a highly personal significance. Hladish, now 82, planted the trees himself 45 years ago on 20 acres now owned by his daughter near the Spring Creek Wildlife area off Highway 111. His idea at the time was to provide a few trees for the future to help replace the many that he and other loggers removed for mammoth lumber companies.

Aside from the small scale logging that Hladish continues to perform, he has a real interest in logging history. He is both intrigued and appalled at the massive northern forest exploitation in which he and others were swept up in their youth as employees and contractors for big lumber companies. As he grew older, his pleasant memories of the final years of the white pine logging era were increasingly tempered by the reality of the devastation of the northern forests. The white pine logging era left a glamorous image of the lumberjack in the eyes of the public, and Hladish is now contributing to that image by applying his knowledge and personal experiences toward research for the Price County Historical Society. Unfortunately that era also engendered a public image of logging as a greedy and exploitive enterprise. The historical research Hladish now is doing tends to identify past practices as those of a darker age of logging, making the distinctions more obvious from the much more enlightened practices of today which stress resource renewal.

Hladish has recently completed the identification of 54 dams on small streams that were put in before the railroads came into the north country. The project was one of several on logging history that he has done for the Price County Historical Society. "I spent about three years on it," he said. He already knew of some of the dams from working in the woods throughout much of the country. He received some help from landowners, and considerable help from three friends who worked closely with him on the project. He said he could never have found as many of the dams without the help of Francis Martwick, Jake Plyer and Russell Kirchmeyer. Hladish said the structures were called "blow" or "splash" dams, and were used to create reservoirs on small streams. Water from those reservoirs would be used when needed to help break up log jams.

His parents, Anton and Frances Hladish, were living in Racine when they bought 80 acres of land in Price County. Louis was born in Racine in 1912, and came to Price County in a boxcar with his mother when he was six months old. His father moved here first to start working at a sawmill. Hladish said his mother made the trip "with a cow and a calf and a couple of pigs and chickens and some of her personal belongings." He continued to help his parents, and didn't begin working in the woods on his own until he was about 21 years old. He received an offer to cut cedar posts for \$1 a day. He worked six weeks for \$35, after paying \$4.25 for a one-man saw which he still owns. At a later point, Hladish, along with his friend and partner, the late Leo Weyers, ran a camp they operated for the Hines Lumber Company near Bergland, Michigan.

His memories of coming upon old "pine camps" while working in the woods are what first motivated his research for the historical society, and that research has kept him very busy. He has helped with the society's Round Lake logging dam project, and compiled a history of "Old Georgetown." He explained that the present town of Harmony, where his home is located, used to be

part of the former Town of Georgetown. The old town was divided into the towns of Harmony and Georgetown in about 1906. He has continued to educate himself in various ways, including taking advantage of an opportunity to learn about the history of people who inhabited this country long ago, and about the logging camps that preceded his own life as a logger. The opportunity was through the U. S. Forest Service's "Passport in Time" archeological volunteer program. He has participated in archaeological diggings at Boulder Lake, east of Antigo; at Franklin Lake 15 miles from Eagle River, in the Itasca Park area of Minnesota, and at Chaco Canyon, New Mexico.

---

**SERVING SHAWANO COUNTY AND THE UNITED STATES  
FROM STILL MIGHTY FORESTS**

**Bringing Logs To Mill To Be Transformed Into Plywood and Veneer**

The same woods that sheltered the pioneer is today providing the means of sheltering his descendants. . . . It is through the intelligent methods of lumbering operations that the supply continues to grow and serve men.

Congratulations to Shawano County on its Centennial and a wee bit of pride for ourselves in being a part of such a grand county.

**WISCONSIN TIMBER & LAND CO.**

MATTOON — WISCONSIN

(1953)

The Reminder

Thursday, November 10, 1949

**DISSTON**

**ONE  
MAN**

**CHAIN  
SAWS**

More versatile  
than ever before.  
Labor and money  
savings for you.  
The answer to  
all your one-  
man cutting  
problems.  
Built and backed  
by Disston.

18" was \$399.50 Now \$299.50

24" was \$407.50 Now \$304.50

Bow Saw was \$432.00 Now \$323.00



**UNITED HARDWARE**

Oconto Falls Wis.

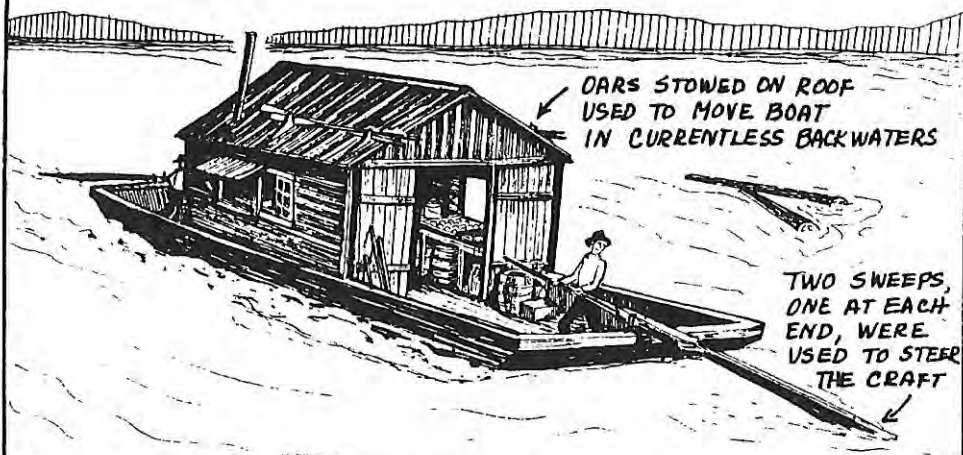


# WISCONSIN LORE and LEGENDS



THE LOG DRIVE'S "FLOATING RESTAURANT"

## The WANIGAN on the RIVER



ONE OF THE ESSENTIAL ELEMENTS OF THE ANNUAL LOG DRIVE EACH SPRING WAS THE COOK'S RAFT OR WANIGAN. THIS FLATBOAT WAS USUALLY FITTED WITH A SHANTY THAT HOUSED A COOK STOVE, FOOD SUPPLIES, UTENSILS, AND WORK AREAS FOR PREPARING MEALS FOR THE "RIVER PIGS" (MEN) WORKING ON THE DRIVE.

IT WAS PROPELLED BY THE CURRENT OF THE RIVER AND BROUGHT UP THE REAR OF THE DRIVE.

MORNING AND EVENING MEALS WERE SERVED WHERE THE CRAFT TIED UP FOR THE NIGHT. THE MID-DAY MEAL WAS CARRIED TO THE SCATTERED MEN BY "LUNCH CARRIERS."

SOURCE: LUMBERMEN on the CHIPPEWA, PASHOLT, RASHOLT HOUSE, RASHOLT, WIS. 1982

LOG + TIMBER  
PASHOLT  
'85  
J. M. BUSSELL

**COMMITTEE CHAIRS 1993-94**

**Distinguished Service Awards**

Randall Rohe

**Forestry Hall of Fame**

Don Lambrecht

**Publicity**

Joyce Bant

**Student Awards**

John Saemann

Mike Sohasky

**Annual Proceedings**

Randall Rohe

**Newsletter - Chips & Sawdust**

Ray Clark

**Traveling Exhibits**

Frank N. Fixmer

***Paper for this newsletter is donated by  
Badger Paper Co. of Peshtigo, WI***

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



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

Nonprofit  
Organization  
U.S. Postage  
**PAID**  
Mosinee, WI  
Permit No. 26