

Chips

and

Sawdust

**A Newsletter
From**

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

MAY 1995

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**MINUTES OF BOARD OF DIRECTORS MEETING
MAY 18, 1995
ELIZABETH INN, PLOVER, WISCONSIN**

Committee reports were presented as follows:

MEMBERSHIP: The Secretary's records show that 23 new members have been recruited in the current fiscal year, but 11 members were dropped for lack of payment of dues, two of which were deaths. Discussion centered around ways to promote greater interest and the possibility of attracting more residents of the Upper Peninsula of Michigan.

PUBLICATIONS: Editor Rohe reported that all copy and photos for the 1994 PROCEEDINGS had been submitted to the printers and proofs corrected; it is expected to be ready for distribution by the end of May. Fixmer reported that he had been given an estimate by the publisher of \$2,200. for 400 copies; this would be \$500. under budget. Rohe has not had any volunteers to succeed him as editor of PROCEEDINGS. We need to be aggressive in finding someone to fill this position! Pertaining to "C&S", discussion was held on the advisability of dropping the month designation in favor of season editions ("summer, fall, etc."), but the consensus was to retain the month labels.

EXHIBITS: Fixmer presented a tentative schedule of three events at which he planned to have our traveling exhibit. Harm will investigate the possibility of exhibiting at a Cadott area festival in mid-August. At Fixmer's suggestion, formal approval was given by the Board for him to plan and develop a new exhibit around the theme of "The School Forests of Wisconsin: Their Origins and Development."

FORESTRY HALL OF FAME: Chairman Don Lambrecht was attending a meeting of the Selection Committee at the same time as this meeting. Later in the day, he phoned Fixmer to inform him that FHAW's nominee, Jay Cravens, had not been selected for the 1995 inductions by a rather involved voting procedure.

SCHOLARSHIP: Cochairmen Saemann and Sohasky had selected from among eight contestants, a junior at UW-Green Bay, Joshua Hinch, for the 1995 award. His paper covered timber cutting on a privately owned tract in 1904 contrasted with a selective stand improvement cutting in 1994. Also, Fixmer read a letter from a UW-Eau Claire

student requesting information on early day logging activity in the Vilas County and Sylvania areas for a thesis he was working on and in that connection asked whether FHAW had a scholarship available for graduate study, which he planned for 1996. Discussion resulted in a consensus that since he would still be a student in the winter of 1996-97, he could be eligible to compete for the \$600. award to be made in the spring of 1997.

PUBLICITY: Harm reported that no successor to Joyce Bant had yet come forward. There have not been any news releases since October 1994 following the annual members meeting, nor has there been any publicity regarding the winner of the 1995 student scholarship award. Would any FHAW member be willing to step forward and assume this important position?

DISTINGUISHED SERVICE AWARDS: Chairman Rohe announced that there had not been any response to his request in the February issue of "C&S" for nominations for these awards. Discussion of potential nominees for both individual and organizational categories resulted in appropriate motions, seconds and voiced approval naming the 1995 recipients to be Karl Baumann and the Chippewa County Historical Society. Fixmer proposed a small publication, which would be copies of the DSA award recipients citations as they have appeared in the PROCEEDINGS since the inception of this type of recognition, such booklet possibly titled "Preservers of Wisconsin Forest History". No action taken.

ANNUAL MEETING PLANNING: Harm began a review of preliminary plans for the program's speakers and their subjects. It soon became apparent that there had been some misunderstanding about the use of "themes" for annual meetings. By consensus, the specific theme was adopted of "Non-traditional Products of the Forest: Their Historic Use and Commercial Development".

Assignments were then made to contact potential speakers for the following subjects:

Cranberries - Harm
Maple Syrup - Harm
Ginseng - Fixmer
Christmas Trees & Wreaths - Harm
Edible & Medicinal - Fruits - Stearns
Mushrooms - Fixmer

Discussion was also held on the advisability of holding a raffle in conjunction with the usual auction because of the decline of artifacts/memorabilia last year. It was decided to continue with just the auction and begin a study of procedure for holding a raffle in 1996, such plans to be developed by a committee of two - Mike Weckwerth of Merrill and Mike Sohasky.

STATUS OF "FIRSTS": The Secretary reported that the revision had been completed over the winter, but that he will defer its publication and distribution until later this summer.

FINANCIAL REPORTS: Treasurer Fixmer reported on our financial status for the 10 month period ending April 30th. This included projections as to the status at the end of the fiscal year, June 30th. It appears that while disbursements will be well under budget, and even though revenues will not be quite up to expectations, we will be fairly close to "breaking even". A preliminary 1995-96 operating budget was also reviewed with only one change, that deleting reference to potential income from a raffle. By appropriate motion, second and voiced approval, all financial reports were approved and were made part of the minutes. A brief report was also made by the Treasurer updating the status of the Association's investments.

Don Lambrecht had received a request from the Midwest Tool Collectors Association for a speaker from FHAW at their convention in Stevens Point next September 27-30. Discussion was held on contacting candidates for this engagement. (Note: Ray Clark has agreed to speak at this convention. There will also be an opportunity for FHAW to set up an exhibit.)

The next meeting of the Board will be held August 10th at the new offices of the Timber Producers Association in Rhineland.

PLAN TO BE THERE!

20TH ANNUAL MEMBERS MEETING

**ELIZABETH INN AND CONVENTION CENTER
PLOVER, WISCONSIN**

NEW DATES - SEPTEMBER 9 & 10, 1995

MEMBERS IN THE NEWS

A Central Wisconsin Loggers Conference was held in early April and featured two FHAW members on its program: **Mike Sohasky**, Langlade County Forest Administrator at Antigo, and **Dick Bierlich**, woodlands manager for Packaging Corporation of America at Tomahawk. The conference included an education and training workshop on Forestry Best Management Practices for the protection of water quality during timber harvesting activities.

A special article in the Milwaukee Journal Sentinel on May 4th announced the retirement of FHAW member **Jim Coughlin** after 36 years as president of the village of Winneconne, WI. Dubbed as "Mr. Winneconne", Coughlin has researched, commissioned or co-authored more than a dozen history books and has assembled at least 28 scrapbooks of clippings about his village and the area's history.

Among the panel of speakers at the 1995 annual conference of the Wisconsin Academy of Sciences, Arts and Letters on April 22nd were **Michael Goc**, Friendship, WI, and **Paul Wozniak**, De Pere, WI. Goc's topic was "The Wisconsin TVA" and Wozniak's presentation recounted "River Stories and River Heroes" (of the Fox River Valley). Wozniak also served as moderator of a panel of speakers on the environmental history section of the conference.

COLLABORATIVE FOREST PLANNING

(The following is taken from the Nicolet Quarterly, Spring 1995.)

Past issues of this Quarterly talked about how the Chequamegon and Nicolet National Forests are working together toward eventual revision of their Land and Resource Management Plans. The October 1994 issue of the Chequamegon Quarterly also discussed collaborative planning efforts for the revision process. Here is an update on the topic of collaboration.

The purpose of collaborative planning is to better meet ecological, economic and social objectives by addressing forest management issues in a landscape scale context, since ecosystems cross many ownerships and recognize no boundaries. Collaboration improves the ability of each agency to produce plans for its respective public properties. Each agency retains exclusive decision-making authority.

FOREST SERVICE - LAKE STATES AMERICAN INDIAN TRIBES

The Forests are working directly with American Indian Tribal representatives about their concerns regarding management of the National Forests. These discussions occur on a "Sovereign Nation to Sovereign Nation" basis, a unique relationship exclusive to American Indian interests in the ceded territories.

FOREST SERVICE - WISCONSIN DNR - COUNTY FOREST ASSOCIATION

Seeking to identify and review issues common to Wisconsin's public land management agencies, the Department of Natural Resources, Forest Service and County Forest Association have worked together as the Public Forest Resource Group for the last several years.

At the Group's biannual meeting last October, they unanimously endorsed a report of an ad hoc committee commissioned to develop a collaborative communication process. The report, "Collaborative Planning Opportunities for State Forests, National Forest System and County Forest Association", recommended the formation of a Collaborative Planning Work Group to develop an implementation plan. Opportunities include information sharing, data collection and public involvement.

Copies of the Collaborative Planning Report can be obtained by contacting Forest Supervisor Offices in Park Falls or Rhinelander.

FUTURE COLLABORATIVE AND PLANNING EFFORTS

As landscape scale planning issues are defined, owners of private and industrial forest lands will have opportunities to participate in collaboration if, when and where they desire to do so. Planning decisions for public properties will be open for public dialogue and review before being made. Public participation and comment for all members of the public is an integral part of the plan revision process. You can begin by putting your name on the mailing list for information related to revision of the Chequamegon and Nicolet National Forest Plans. Write to or call either Forest Supervisor's office at 68 S. Stevens St., Rhinelander, WI, 54501-3496, Phone: 715-362-1383.

STATE'S TALL PINES THROW LONG SHADOWS

(The following article, written by Randall Schwalbach, is taken from The Milwaukee Journal, Jan 1, 1995. With summer upon us now, we should include stops at some of these sites in our travel plans.)

Perhaps no trees in Wisconsin are more highly regarded than large white pines. With a carpet of golden needles at their base in autumn, with snow clinging to their graceful boughs, with wind singing through their crowns in all four seasons, big pines have few rivals for beauty.

Whether you hike or ski, hunt or just look, pines add a magic quality to the Wisconsin outdoors. Wherever they grow - along busy highways or rustic roads, in city parks or secluded glens - big pines delight and inspire us.

Historically, white pines made up about 10% of the virgin forests that once covered the northern two-thirds of Wisconsin. Loggers valued the pines most and cut them first during the great days of lumbering more than a century ago.

Wisconsin's pinery was considered the finest in the nation. One-sixth of the nation's white pines stood in the Chippewa Valley alone. Equally impressive was the speed with which these virgin pine forests disappeared. After big pines became scarce, the virgin hemlocks, yellow birch and hardwoods met the same fate.

Luckily, we still have a few remnants left of the virgin white pine forest. These isolated stands offer a glimpse of Wisconsin's former timber wealth. Moving across the state, northeast to northwest, they include:

** Cathedral of the Pines, in Oconto County, three miles southwest of Lakewood on Archibald Lake Road. This 20 acre parcel in the Nicolet National Forest holds some 200 to 400 year old pines.

** The Giant White Pine Wilderness, north of the Argonne Experimental Forest off the Scott Lake Camp Road in Forest County. This area has a number of ancient pine and hemlock.

** Bradley Park, in the City of Tomahawk, has 100 acres of woodland that includes some virgin pines.

** The Flambeau River State Forest, in Sawyer and Rusk Counties. The forest holds a number of virgin trees, including a 300 year old that is 130 feet tall and measures 13 feet around. It is found only a short walk from Gill Lane off Highway M. "There's another area of virgin trees, a little harder to locate, off the Bear Creek Road in the southwestern portion of the forest," forester Dave Olson said.

** Along the Flambeau River. Canoeists still can site a few big pines. Unfortunately, a 1977 storm destroyed the portion of the Flambeau River State Forest that had held many virgin trees.

** The Northern Highland - American Legion State Forest, in Vilas and Oneida Counties. This forest is full of wonderful hiking and skiing trails that pass through tall timber, including some virgin trees. Just north of the forest itself.

** The most northerly virgin pines in the state look out over Lake Superior from the northern tips of Sand and Outer Islands, two of the Apostle Islands that lie off of the Bayfield Peninsula.

** The Cable/Drummond area of southern Bayfield County. Here, the North Country National Scenic Trail winds through a stand of large white pines and hemlocks near Lake Owen. If you need directions, visit the Cable Museum of Natural History.

** The famous Bois Brule River in far northwestern Wisconsin. Along the Brule, from its headwaters down to Highway B, you'll see many lovely pines, some of them virgin, along the privately owned banks. The state champion white pine, a 160 footer that is more than 18 feet around, stands on one of the private tracts. Also in Douglas County, Lucius Woods State Park has very large red and white pines.

Where virgin forests once stood, pines once again prosper and punch the sky, thanks to the efforts of early conservationists as well as modern foresters. Pines even grow now in places where they didn't before, including Waushara County in central Wisconsin. Highway 21 passes some especially beautiful pines on the north shore of Silver Lake.

Well within the traditional range of pine, Menomonee County provides another example of good stewardship. There, in the valley of the Wolf River, Highway 55 meanders through a spectacular pine forest.

INCREASING PRODUCTION: SHINGLES, CREWS, RAILS AND RAFTS

(The following article, by Carl Krog, is taken from the Marinette County Historian, March 1995.)

Increased production and improved techniques were not confined only to turning out lumber, for Marinette sawmills also produced lath, pickets and shingles.

During the early 1840s Isaac Stephenson's employer, Jefferson Sinclair, brought two shingle-making machines to Flat Rock (Escanaba), Michigan. The machines produced 8,000 shingles in 10 hours, more than could be shaved by hand or the limited market could absorb. Midwesterners preferred the hand-shaved shingles. During the Civil War the machine-made shingles largely replaced the hand-made product, partly because large numbers of shingle weavers were in service. Wisconsin became the greatest shingle manufacturing state in the Union by the end of the decade.

Estimates vary on how much lumber the average sawmill worker could produce in one day. It was assumed at the beginning of the Civil War that a Wisconsin or Michigan sawmill needed one employee to produce one thousand board feet of lumber a day. By 1876 production per worker had doubled. At the end of the 19th century the average sawmill employee could turn out a daily total of 5,000 board feet of lumber, and a shingle machine could cut up to 50,000 shingles in a day.

As production per worker rose, the number of working hours of the sawmill laborer declined. The Marinette Eagle observed with satisfaction in the late 1880s that the loud and shrill sawmill whistle no longer blew at 5 in the morning, rousing not only the workers, but everyone else as well. Now (1887), the whistles were blown more gently at 6 a.m. in order to have the mill operatives at work by 7 a.m.

Though it is true that production did increase per worker in the industry during this period, specific comparisons are difficult because factors such as type and age of equipment, type of logs sawed, mill organization and morale of the workers all played a role in production, causing great variations between mills. The Marinette Eagle quoted a report on lumbering from the Chicago Tribune in 1898 in which the Tribune claimed that the cost of manufacturing lumber was higher in Marinette and Menominee than in some other regions. The higher cost of production was due to the fact that most of the mills were old.

The article concluded, nonetheless, that the lumber companies, with their considerable capital reserves, were able to compete overall and that the grading of their lumber remained strict. The mills now operated year around. Railroad delivery made possible operation of five of the nine remaining Marinette mills during the winter of 1900.

Isaac Stephenson, a man who certainly knew the lumbering business well, believed that success or failure depended on the lumbering camp, not the mill. He wrote: "Despite the improvement in mill machinery and the increased facilities for making repairs, the average output remains proportionately the same. The competition rests with the logging."

Among the variables which Stephenson listed which might have caused a wide disparity of log numbers produced between two camps were "...the disabling of horses by inefficient teamsters, bad management by the 'boss', dissatisfaction among the crew created by a certain class whom the sailors called 'forecastle lawyers' (today's sidewalk superintendents.)"

Productivity in the logging phase was even more difficult to measure than in the sawmill phase of lumbering. The decreasing size of trees in the logging areas cut down the productivity of a lumberjack. Greater production in the mills was negated by declining productivity per man in the woods. In 1893 the Menominee River Boom Company reported that logs coming down the Menominee River had declined 41% in size between 1882 and 1893, and that the logs on the Chippewa River were much larger than those on the Menominee River, though the Menominee River still led the Chippewa valley in lumber production. The following year the Menominee River Boom Company reported that the number of logs was 30% less than the previous season. Logs in 1894 measured an average of 103 board feet. In 1893 they measured an average of 117 board feet.

The greater distance of the pines from the natural water route was another factor which contributed to declining productivity. Transportation changed as a result. Two million feet of logs were brought to Marinette on the Milwaukee Railroad and the Wisconsin and Michigan Railroad for the first time in April, 1895.

The rail-hauled logs, upon reaching Marinette, were dumped into the slough in the Menominee River and reached the mills through their traditional water routes. In the 1890s greased runways and portable railroads were adopted, in addition to waterways, as a means of transportation. The Marinette Eagle reported in September, 1899, that 75 million board feet of logs had been brought to Marinette via the railroad so far that season, a third more than the previous year.

The logs had to be shipped much further than formerly, whether by rail or water. In 1903 the H. Witbeck Company began rafting timber from the Georgian Bay Shore of Canada, and by 1905 another Marinette mill, the Sawyer-Goodman, was bringing in timber from Ontonogon county in the Upper Peninsula, 200 miles from Marinette via the railroad. During the R. W. Merryman Company mill's last sawing season in 1906, large log rafts were towed down Green Bay to Marinette from the Upper Peninsula. One such raft contained 2 million board feet of white pine, hemlock, Norway and cedar. In the same year Marinette mills claimed to have imported 3,960,000 feet of timber from Canada. The N. Ludington Company and the Sawyer-Goodman Company reported receiving more logs by rail than by the Menominee River during the summer of 1906. The following year local lumbermen estimated that half their logs came by way of railroad.

It is not clear what effect the Dingley Tariff's duties on logs and lumber and the retaliatory Province of Ontario's embargo against shipping logs from crown lands had on this trade. The Ontario law apparently did not apply to privately owned timber lands of American lumber companies such as the F. Carney Company.

The reciprocity treaty of 1854 between the United States and British North American was in effect for 12 years, but had no appreciable effect on the lumber trade because the lake states had large reserves of standing timber.

SICK HORSES IN CAMP

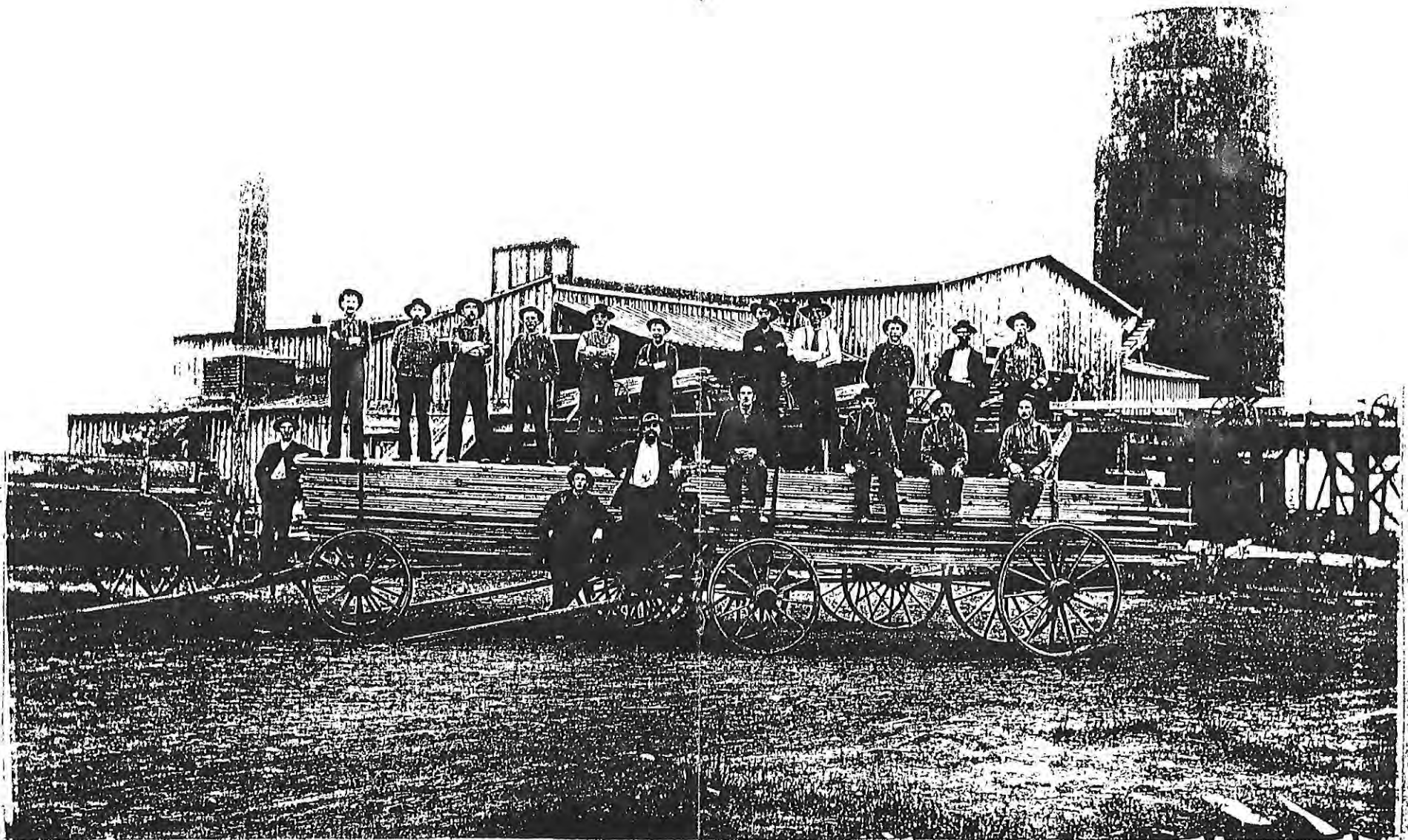
(The following pieces, all taken from correspondence from the Lake Superior Iron and Chemical Co. during the year 1912, were sent in by member Paul Brenner. Considering some of the "medicines" these horses received, it is surprising if any of them recovered. Also of interest is the name of the "pharmacist".)

Letter to the General Superintendent: One of the horses we got from Mr. Bonney at Glidden a couple years ago is sick with swamp fever at Camp #19. I had Dr. Brassset, from Ashland, up here yesterday and he is doing all he can for him. He said that if he lives five days longer he will pull through. I thought I better write you in case you wish to get in communication with the doctor in Soo. From the Woods Dept. Supt.

Letter to Dr. Deadman, Sault Ste Marie, Mich.: We are losing a good many horses every year by swamp fever and the doctors in this vicinity don't seem to be able to give them any medicine which would pull them through. We lost a horse today again from the above disease. Mr. G. C. Dow, our General Superintendent, told me that you have a preparation or powders of your own which you have found very good for horses ill with swamp fever. Will you kindly express us a supply of it as we don't know what moment we will have another horse take sick. Kindly mail us your bill in duplicate to Mellen, Wis. *From the Woods Dept. Supt.*

Letter to the General Superintendent: We lost a horse last Sunday night with the name of Dick, color bay, worth about \$200. This is the horse we bought from John Pratt at Dunham a few years ago. On the 28th of May this horse was troubled with water and was given 1/2 ounce of nitre. The 29th we called up Dr. Brosset in Ashland and he told us to give him half a pint of turpentine and one pint of linseed oil and also two ounces of nitre. We gave him this and he seemed to be getting better. He acted just like a horse sick with swamp fever, out of life, staggering and puffed up over his hips and over his eyes. This horse has been given Dr. Deadman's medicine regular, same as the rest of the horses, according to the directions. Bert is feeling very bad over the loss of this horse. He is up at the camp every day and giving the horses the best of care, doing all he can and knows how for them and nevertheless one of them is taking sick and dies on him. We are puzzled and wish that you would write and tell us what you think of it and what more we could do to keep the horses from getting sick. All the rest of the horses are feeling fine. We are giving them regular the medicine we received from Dr. Deadman. *From the Woods Dept. Supt.*

Letter to the General Superintendent: Horse #16 was taken sick the 28th of May. His symptoms were out of life, staggering, swelling over hips and eyes. Acting just like horse sick with swamp fever. We gave him 1/2 pint of turpentine, 1 pint of raw linseed oil and 2 ounces of nitre according to Dr. Brosset's instructions. He seemed to be getting better but got worse after a couple days and died the 2nd of June. *From the Woods Dept. Supt.*



"A WELL WORN PATH" - A REVIEW

(The last issue of C&S included a publisher's promotion of A Well Worn Path. The following piece, written by Frank Fixmer, is a review of the book.)

Few professional foresters have the ability, or the flair, for writing an autobiography which will attract a large readership and thereby justify its publication. Fortunately, Jay Cravens, forester turned author, shows that he possesses that rare gift with A Well Worn Path. This story of his four careers in forestry - in itself a most unique accomplishment - is told in a truly interesting and often absorbing fashion.

Craven's account of a long and distinguished career in the U.S. Forest Service (34 years), in academia educating embryo foresters (11 years), in heading up the management of the Society of American Foresters (3 years) and finally still active as a private forestry consultant, would seem to appeal only to fellow professionals. However, such is not the case; lay persons with a special interest in the many controversies that have affected natural resource management in the past 25 years will find Craven's experiences and his "insiders" insights both revealing and candid. "He tells it like it is"; that trite and homely phrase aptly describes his opinions on numerous issues that confront policy-makers today.

To this reviewer, the author's account of his experiences in Viet Nam as a member of the U.S. AID team takes up too much of his life story. He describes, for example, often in superfluous detail, the deplorable state of South Viet Nam's social, economic and educational status, as well as the inadequacies of its infrastructure. At times, his role as an observer and advisor of forestry practices and forest products utilization seems almost incidental. During his 18 months of service, Cravens made many inspection trips through 44 provinces of South Viet Nam; the tours included a variety of forested areas, current and proposed sawmill sites and operations at several kinds of wood using factories. But no map is included to guide the reader to those locations and help to acquaint him with the geography of southeast Asia.

One of the most interesting segments of Craven's life is the eleven years he spent as an academic at the College of Natural Resources, U. W. Stevens Point. His reminiscences of those years provide entertaining

reading as well as many little known facts about the phenomenal growth of that institution and the role he played in helping to develop the expertise of the fledgling foresters who took his courses.

A Well Worn Path deserves to be read by literally thousands of Craven's former associates, colleagues, students and forest history buffs. A goodly part of his life has been a part of Wisconsin's forest history. It is worthy to note that for his achievements in contributing to that history that the FHAW presented him with its Distinguished Service Award in 1990.

SCHOOL CHILDREN TO BUY FOREST

(from the American Lumberman, Nov. 1, 1924)

Milwaukee, Wis., Oct. 27. A movement to buy 4,000 acres of virgin timber land on the shores of Lake o' the Pines in Sawyer County, Wisconsin, for preservation as a State Park has been launched by the high school students of Milwaukee.

A mass meeting of Milwaukee high school students interested in the project was recently held in the auditorium of the public museum, at which time tentative plans for the raising of \$300,000 necessary to purchase the property among the 500,000 school children of the state were made and an executive committee chosen.

The plan is to reach all the teachers of Wisconsin through the state teachers' convention, which will be held here Nov. 6,7 and 8, and to enlist their support in carrying the appeal to their pupils in every graded and high school. It is tentatively planned that the teachers will distribute pledge cards among the pupils in order to ascertain what funds can be raised for the proposed forest reserve park. If the purchase is made the land will be rededicated to the State and held as a permanent park and forest reserve for future generations.

Milwaukee educators are of the opinion that no such spontaneous move of such large proportions has ever heretofore originated among the high school children of the nation and have expressed surprise at the thoroughness with which the project is being planned.

THE IRISH

(Wisconsin's lumbering history was made by men of many nationalities. I am sure that these men of varied backgrounds working together led to some fierce competition, and of course a good share of brawls. This poem shows some boasting by one of the groups. The poem is taken from Tote-Road and Trail, Ballads of the Lumberjack, by Douglas Malloch, 1917.)

THE SAWIN' OF LUMBER,
THE FALLIN' OF NORWAY,
THE OLD OCCUPATION
OF DRIVIN' THE PINE,

HAS BROUGHT ANY NUMBER
OF MEN TO OUR DOORWAY -
BROUGHT EVERY NATION
A-CROSSIN' THE BRINE.

BUT, OF EVERY FACTION,
FROM SWAMPERS TO SORTERS,
WHO RUN ON THE RIVERS
OR WORK IN THE MILL,

THE QUICKEST IN ACTION
IN MURMURIN' WATERS,
THE CATTIEST DRIVERS,
ARE IRISHERS STILL!

FOLKS TALK OF QUEBECKERS
FROM SAQUENAY FOUNTAINS,
THEY TALK OF WORLD-BEATERS
FROM VALLEYS OF SPRUCE,

THEY TALK OF THE CRACKERS
FROM TENNESSEE MOUNTAINS,
THE SOW-BELLY EATERS
AN' DRINKERS OF JUICE,

THEY TALK OF THE OLES,
THE FOREIGNER STRANGER
WHO WORKS WHEN THE FLOOD OF
THE PINE IS AT HAND-

BUT THE HOLY OF HOLIES
THE ALTAR OF DANGER,
IS RED WITH THE BLOOD OF
THE EMERALD LAND!

THE HOTTEST IN FIGHTIN',
THE THIRSTIEST DRINKIN',
THE LOUDEST IN PRAYIN'
WHEN PRAYIN' IS DUE,

THE SLOWEST IN WRITIN',
THE QUICKEST IN THINKIN',
THE WITTIEST SAYIN'
THE THOUGHTS OF A CREW -

WHEN TIMBER IS JAMMIN',
WHEN TROUBLE IS MAKIN',
WHEN WATER IS MIRISH
OR BUBBLES ALIVE,

THE UNIVERSE DAMNIN',
THE LAWG-JAM A-BREAKIN'-
OH, THERE ARE THE IRISH,
THE KINGS OF THE DRIVE!

MOTOR POWER IN LOGGING AND LUMBERING THE PHOENIX ROAD LOCOMOTIVE

(from the American Lumberman, Jan. 7, 1922)

One of the most interesting of the many developments of high pressure steam power now taking place all over the country is that of the road locomotive, or tractor, now under construction by the Phoenix Manufacturing Co., Eau Claire, Wis. Plans and specifications for the power plant, including boiler, burner, engines, etc., are by Page, Beck & White, Inc., automotive engineers, Chicago. This locomotive is designed for heavy hauling wherever the going is bad - in the woods, thru the oil fields and out of the mines.

Special thought has been given to requirements of the lumber industry, where - thru swamp or on snow and ice, up hill and down, and for the long haul - reserve power and lots of it, flexibility and perfect control are essential specifications.

Winter in the north woods will find this tractor fitted with runners on the front axle. Sufficient power and traction are provided to haul ten to fifteen loaded sleds out of the woods and over the hills to the nearest railroad station or river landing. The arrangement with front axle and runners is almost ideal for this particular work, since a locomotive so constructed can effectively and safely be steered, up to a high rate of speed, even tho pushed from behind by loaded sleds crowding forward over a too slippery track. Wheels will be used for other work.

The wheel base, only 126 inches, naturally means a short turning radius, while power applied separately to each track-laying wheel makes for turning in its own length, limited only by the skidding that can be imparted to the front wheels. The independent engines are mounted vertically on each side. Such is the design that speed of either engine, whether ahead or reverse, can be regulated at will by the driver. This feature is of tremendous value in steering, especially in making a short turn in slippery going and with a heavy load behind, all tending to keep the tractor plowing straight ahead. There is no differential, no double clutch to engage one or both track layers and no brake by which the nearly impossible is attempted; i.e., to hold one wheel and thru the differential throw the power to the opposite wheel, thereby tending to double its rotating speed.

In everyday operation, the slack is taken up in the drawbar as by a velvet

touch, then one sled or trailer after another is picked up with that same gentle force which comes from pressure applied at will and under perfect control of the driver, just a touch of the throttle, no quickly seizing the clutch, no clash of gears. Such flexibility and control are found only where steam is used as a motive power.

Overload capacity and reserve power are practically new terms to the automotive industry, but in this tractor they are applied in generous measure. At one-quarter cut-off, 300 pounds steam chest pressure, based on a boiler pressure of 400 pounds and 100 degrees superheated steam, the engines are designed to develop 30 brake horsepower each, or a total of 60 by the two engines. By lengthening the stroke, this power can be doubled, while, for starting or pulling out of a hole, the low pressure cylinder can be simplified and the equivalent torque increased to 2 1/2 times that due to compounding at 1/4 cutoff. Engines are compound, double acting; high pressure cylinder, 3 1/2 inch bore; low pressure cylinders, 7 inch bore; stroke, 5 inches.

The tractor is rated at 10 tons, the weight placed at 8 1/2 tons. However, a deck load can be carried up to 5 tons, thereby increasing traction due to such a load; hence the rating of 10 tons, which is conservative in view of the weight of tractor and load - 13 1/2 tons.

The boiler is the especially interesting feature of this power installation. It is of the drumless, sectional water-tube, high pressure type, invented by W. H. Winslow, for forty years president of the Winslow Bros. Co. of Chicago, and a leader in the business, banking and social life of that city. Developments have extended over a full decade at an estimated cost of \$150,000. Its efficiency and durability have been amply proved in automobile and stationary work.

Its ability to act as a freight carrier, not only for the lumbering industry but also for general hauling purposes, is of the utmost importance. Another feature of interest is the powerful winch, fitted at the rear of the body and having its cable arranged to pass forward and over the snatch block secured at the forward end of the platform, thence thru a block carried by an "A" frame or jin pole; or the cable may be led directly to the rear and used for the purpose of hauling up sleds, logs or other material. This arrangement is also nicely adapted for loading sleds and for doing other miscellaneous hoisting work.

Builders announce that orders are now being tentatively accepted for these road locomotives - deliveries scheduled for the spring of 1922.

JOHN A. TOLMAN CO.

CHICAGO, ILL.

CHICAGO, NOVEMBER 19, 1888.

TOBACCO DEPARTMENT.

PLUG.

JOHN A. TOLMAN CO'S.

WAR WHOOP.

R & R 3x12, 15 oz. pounds, pure floorrice sweet, has no equal for satisfaction to chewer and profit to retailer, boxes contain 30 lbs, 5 space, price..... 32
55 lbs or over, 2 cents less.

RAW HIDE.

Chocolate wrapper, 1 1/2 x 6 inch, lumps weigh 3 1/2 oz a big 10-cent lump, finer quality than ever before. Butts contain 25 lbs each 33
55 lbs or over, 2 cents less.

WESTERN CHIEF.

R & R, 3x12, 16 oz. pounds, fine selected stock, first-class in every respect; marked five spaces. 28-lb butts 34

Mat o. any.

OLD PUMPKIN.

Latest style out; 2 x 9 inch, 6 oz lumps; chocolate wrapper: finest chew in the world for the money. Butts 24.5 each 35
55 lbs or over, 2 cent less.

Brights.

HOME RULE.

4 1/2 x 2 1/2, lumps, runs 4 1/4 to the pound, R and Ready, finest quality sweet and workmanship; packed only in 23 lb boxes; quickest seller in the market.. 35
55 lbs or over 2 cent less.

BON BON.

15 oz, 2x12, R & R Clubs, bright, 28 lb butts 38
Strictly number one stock and chews equal to any brand offered.
55 lbs or over 2 cent less.

INDIAN CLUB.

Rough and Ready, 13 1/2 x 2, 16 oz, 6 cuts elegant finish, very rich, lasting chew that holds the consumer's favor; butts, 12 and 24 lbs 41
55 lbs or over, 2 cent ess.

BIG CRIZZLY.

Tough and Ready, 2x12 in., 15 oz. Clubs. Boxes contains 17 lbs each 41
Flat Pounds, 3x12, 18 oz., marked 6 spaces, 24-lb butts. 41
55 lbs or over, 2 cent less.

WIGWAM COIL.

Four Inch Coils wrapped in waxed paper with red band, very nobby style, packed in boxes, 12 lbs each, 6 plugs to the lb 46

NATIONAL TOBACCO WORKS.

Piper Heidstok, Pony Panel, R & R, 7 1/2 and 14 lb boxes 64
5 box lots 62

FINE CUT TOBACCO.

JOHN A TOLMAN CO'S.

FLYER.

10-lb palls, good chew and a clipper for the price 30
40-lb drums, only 28

WASH OUT.

10-lb palls, bright, sweet stock, well dressed, fine chew 33

"BLACK SNAKE."

Long, clean, well dressed, bright old stock, gets away with 'em all for a chew, palls only per b 35

SWEET LEAF DARK.

The finest chew for a medium low price and very popular with chowers of dark sweetening; takes the lead for.. 35

HUMMER.

Rich, bright stock, clean, fine flavor, smooth chew, 10 lb palls only 42

TOLMAN'S SWEET DARK.

Finest selected, sweet, '84 stock; that has the CHEW; take no other; 10-lb palls; only 43

CLINCHER.

Clincher, very bright, elegant chew that will capture the chewer, palls only... 45

KENTUCKY WHIP.

Kentucky Whip, 10-lb palls, bright, rich flavor, good body, clean dressed..... 50

GOLDEN CROP.

Rich color, smooth, fine flavored chew; nothing equal to it for the money; in palls only..... 55

WAVERLY-LIGHT.

Bright, elegant color, long stock, extra fine quality, chew will take the Bakery every time, per lb..... 62

WESTERN CHIEF-DARK.

Choicest, dark, richest chew in America, has no equal..... 62

Miscellaneous.

	Per lb.
Charm of the West, 10-lb palls.....	60
Florida Dark	60
Catlin's Gold Thread, 10-lb palls.....	70
Globe, 10-lb palls	70
Mayflower, 10-lb palls	73
Fountain, 10-lb palls.....	72
Hlawatha, 10-lb palls.....	65

SMOKING TOBACCO.

Long Cut.

Double Star, pink paper $\frac{1}{8}$ s, or $\frac{1}{4}$ s and $\frac{1}{2}$, 25 to 50 lb cases, sweet fine flavor..	15
Sea Bird, $\frac{1}{4}$ and $\frac{1}{8}$ s or all $\frac{1}{8}$ s, 30-lb cases, fine long cut; a taker and cheap.....	16
Anchor Papers, $\frac{1}{8}$ s and $\frac{1}{4}$ s or all $\frac{1}{8}$ s, 25 and 50-lb cases.....	17
Golden Buck, long cut, bright sweet stock, 25-lb cases, $\frac{1}{8}$ s and $\frac{1}{4}$ s, or all $\frac{1}{8}$ s	22
Adams' Standard, 30 and 50-lb cases, $\frac{1}{4}$ and $\frac{1}{8}$ s.....	22
Adams' Peerless, 30 and 50-lb cases, $\frac{1}{4}$ and $\frac{1}{8}$ s.....	26
Catlin's O. S., 35-lb cases, $\frac{1}{4}$ and $\frac{1}{8}$ s, and all $\frac{1}{8}$ s.....	23
Tom & Jerry, $\frac{1}{4}$ and $\frac{1}{8}$ s, or all $\frac{1}{8}$ s, 25 and 50-lb cases.....	28
Pipe Smoking, 50 and 25-lb cases.....	27
Sweet F. O. B. smoke or chew, 4-oz foil 24-lb cases.....	30
2-oz foil, 24-lb cases.....	32

Out Cavendish.

BLUE LICK, sweet chew or smoke, bright, long stock, all $\frac{1}{8}$ s, 25-lb cases. 27

OLD SETTLER, Smoke or chew, bright and the greatest seller on earth, 25-lb cases, all $\frac{1}{8}$ s, n paper.... 31

KKK.

	Per lb.
Jockey, 1-lb cloth sacks only, 24-lb cases; the boss to retail for 25c per lb	20
Tolman's Genuine Durham, all $\frac{1}{8}$ s, cloth bags in 25-lb bales.....	24
Tolman's Genuine Durham, all $\frac{1}{8}$ s, cloth bags, in boxes 25 lbs each.....	26
Topsey, in $\frac{1}{4}$ -lb papers, 25 and 50-lb cases.....	40
Little Joker KKK, $\frac{1}{4}$ -lb muslin bags....	38
Little Joker KKK, 1-lb muslin bags....	28
Uncle Ned, $\frac{1}{4}$ -lb papers, 25-lb cases.....	22
Posey, S. & M.'s, $\frac{1}{4}$ -lb papers, 25-lb cases	25
Posey S & M.'s, $\frac{1}{4}$ -lb cloth, 25-lb cases	25
The Joker, S. & M.'s, $\frac{1}{4}$ -lb papers, 25-lb cases.....	25
"Briar Pipe" North Carolina Granulated 4-oz. cloth, 24-pound cases.....	30
"Briar Pipe" 16 oz.....	30
A briar pipe in each 3-pound package	

MARBURG'S SEAL OF NORTH CAROLINA.

	Per lb.
2-oz Sacks, 25-lb bales.....	50
4-oz Sacks, 25-lb bales.....	48
8-oz Sacks, 25-lb bales.....	43
1-lb Sacks, 25-lb bales.....	41
1-lb Wood Boxes.....	42

CUT PLUG.

Seal of North Carolina, 2-oz foil packages, 10-lb cases.....	56
$\frac{1}{4}$ -lb Wood Packages, 10-lb cases.....	60
Canada Chop, 3-oz foil, 24-lb cases.....	40

Navy Clippings.

P. J. SORE & CO.'S.

$\frac{1}{4}$ -lb Cloth Sacks, 30-lb case, packed in Stevens' Patent No. 1 egg cases, containing 30-lbs.....	28
--------------------------------------------------------------------------------------------------------------	----

Blackwell's Durham.

1-lb Sacks, 25 and 50-lb cases.....	51
$\frac{1}{4}$ -lb Sacks, 25 and 50-lb cases.....	55
$\frac{1}{8}$ -lb Sacks, 25 and 50-lb cases.....	57
$\frac{1}{4}$ -lb Sacks, 25 and 50-lb cases.....	60

SNUFF.

Helm's Maccaboy, 1-lb bladders.....	45
Helm's Maccaboy, 5-lb jars.....	45

THE FORESTER'S MANUAL

Or

The Forest Trees
Of
Eastern North America

No. 2 of Scout Manual Series

By

ERNEST THOMPSON SETON

CHIEF SCOUT

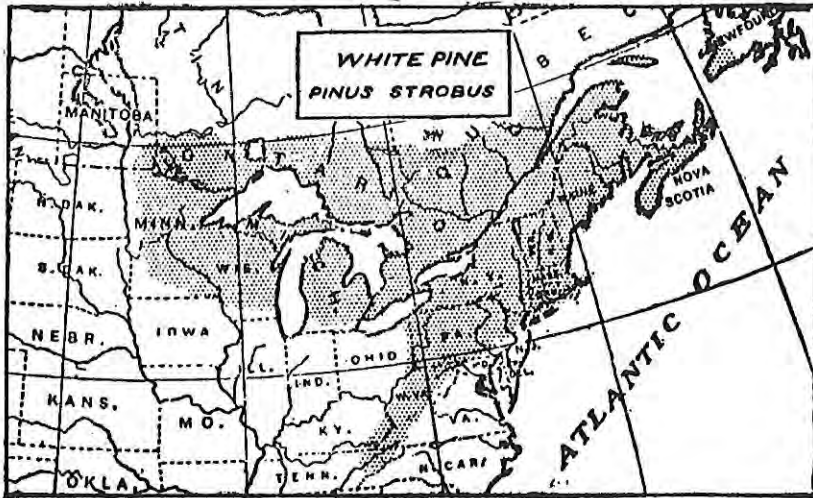
BOY SCOUTS OF AMERICA



GARDEN CITY NEW YORK
DOUBLEDAY, PAGE & COMPANY

1912

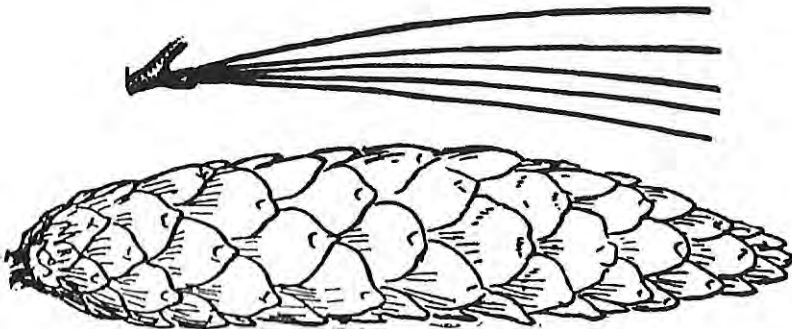
1. PINACEÆ — CONIFERS OR PINE FAMILY



WHITE PINE, WEYMOUTH PINE. (*Pinus Strobus*)

A noble evergreen tree, up to 175 feet high. The lumberman's prize. Its leaves are in bunches of 5, and are 3 to 5 inches long; cones 4 to 8 inches long. Wood pale, soft, straight-grained, easily split. Warps and checks less than any other of our timbers. A cubic foot weighs 24 lbs.

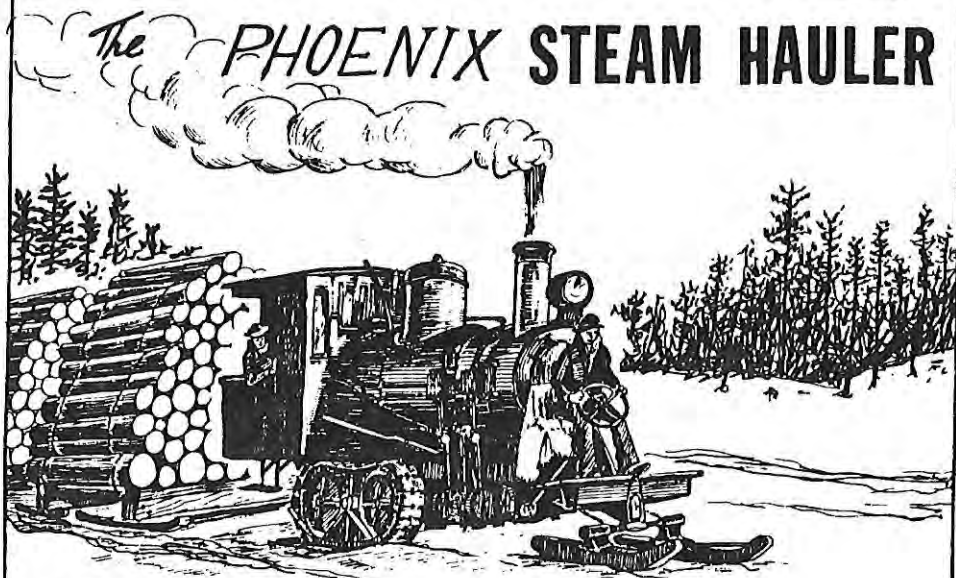
Pine knots are hard masses of rosin, they practically never rot; long after the parent log is reduced to dust by the weather, the knots continue hard and sound. They burn freely with hot flame and much smoke and are the certain fuel for a fire in all weathers. In a less degree the same remarks apply to the larger roots.



WISCONSIN LORE and LEGENDS



The PHOENIX STEAM HAULER



DEVELOPED AND MANUFACTURED IN EAU CLAIRE.

IN 1901, ALVIN LOMBARD OF WATERVILLE, MAINE, DEVELOPED THE FIRST PRACTICAL TRACK-TYPE STEAM TRACTOR DESIGNED FOR TRANSPORTING LOGS DURING THE WINTER LOGGING OPERATIONS.

WORD OF THIS INVENTION REACHED CHARLES TOLLES, AN OFFICIAL OF THE PHOENIX MANUFACTURING COMPANY OF EAU CLAIRE, WHO TRAVELED TO MAINE TO SEE LOMBARD'S MACHINE. HE WAS IMPRESSED AND PROMPTLY ACQUIRED THE PATENT FROM THE INVENTOR AND THEN ADDED A NUMBER OF IMPROVEMENTS BEFORE INTRODUCING THE DEPENDABLE CENTIPEDE LOG HAULER TO THE MARKET IN 1903.

THIS WOOD-BURNING MONSTER (COAL COULD BE USED AS FUEL) REVOLUTIONIZED THE LOGGING INDUSTRY. A TEAM OF HORSES COULD PULL A SLEIGH FULL OF LOGS AVERAGING 15,000 BOARD FEET OF LUMBER. BUT ONE OF THE PHOENIX STEAM HAULERS COULD PULL 10 OR MORE SLEIGHS EACH LOADED WITH 10,000 TO 15,000 BOARD FEET OF LOGS ON ONE TRIP! OVER 100 HAULERS WERE BUILT IN EAU CLAIRE AND SOLD TO FIRMS IN RUSSIA, CANADA, AND THE U.S.

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JAN M. RUSSELL SOURCE: OUR STORY, 1776-1976, VOL. III, EAU CLAIRE LEADER-TELEGRAM, EAU CLAIRE, 1976

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RUSSELL
83

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