



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

**August 1990**

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## Editor's Notes

**O**ur 1990 annual meeting is fast approaching and we need to begin acquiring items for our third annual auction. Relics, artifacts, books, photos, lumber company tokens, post cards, and other logging and lumbering memorabilia are needed. Donations, of course, are tax deductible. Please contact Frank Fixmer or a board member near you if you have anything at all to contribute as soon as possible. We'd like to include a list of auction items with the annual meeting materials which are mailed in early September. Once again I encourage members to send me material for "Chips and Sawdust." Anything related to forest history is welcome. Items from local newspapers, county historical society newsletters, short articles, news of members, etc., all can be used.

Have you renewed your membership in FHAW for the new fiscal year that began July 1st? If not, please do so at once. Dues for the current fiscal year must be paid not later than October 1st to remain in good standing. We also appeal to all members to make an effort to increase our membership. Frank Fixmer would be happy to furnish members with flyers on the Association which include a membership form.

Randall Rohe, Editor

# Welcome New Members

Marshall Ruegger, Park Falls, WI  
Jerry Poprawski, Howard City, MI  
Mary Ann Lipscomb, Milwaukee, WI  
Susan Haswell, Madison, WI

## Annual Meeting Plans Finalized

**T**he agenda for the 1990 annual meeting of Association members has been completed, according to William Sylvester, chairman of the planning committee.

Scheduled to be held October 5-6, 1990 at the University of Wisconsin-Stevens Point, the program of speakers will cover many aspects of "Educating the Public In Forestry Through 75 Years of Wisconsin Forest History."

The highlight of the Friday afternoon program will be the induction into the Wisconsin Forestry Hall of Fame of two well-known personalities who have made major contributions to the advancement of forestry in Wisconsin. The evening banquet will feature the presentation of FHAW's distinguished service awards to one individual and one organization for their contributions to the preservation of the state's forest heritage.

Added attractions for the Saturday morning proceedings will be an auction of logging and lumbering artifacts,

followed by a tour of the Schmeekle Preserve and the Wisconsin Conservation Hall of Fame.

Complete details and advance registration forms will be mailed to all Association members in early September.

## Recent Publications

- Robert F. Fries: *Empire In Pine: The Story Of Lumbering In Wisconsin 1830-1900* (ISBN# 0-940473-10-0, hardcover \$25; ISBN# 0-949473-11-9, paperback \$14.95) 1989. (plus 5.5% sales tax for Wisconsin residents) Wm. Caxton Ltd., Box 709 Smith Drive & Hwy 57, Sister Bay, Wisconsin, 54234. A revised edition of one of the best books on the Wisconsin lumber era. Highly recommended.
- 455679 *Encyclopedia Of American Forest And Conservation History*. Ed. by Richard C. Davis. The standard, authoritative guide and reference to the history of forestry, conservation, forest industries and other forest related subjects, with some 400 articles by specialists of everything from the Adirondack Park to shipbuilding to pathology. 871 pages in two volumes, no jacket. Well illus. Macmillan. 8 1/4x11. Pub. at \$150.00 Now \$39.95 plus \$3.00 postage and handling. Edward R. Hamilton, Falls Village, CT, 06031-5000.
- Larry Easton, "*The Clark County Extension: A Brief History of the Marshfield-Greenwood Branch, Part III, the Soo*, (July 1990) 12: 28-59

William H. Upham, Marshfield lumberman, was the single most important person behind construction of this

railway, and his Upham Manufacturing Company shipped most of the logs over the branch in the early years. In fact, it was the lumbermen who made the most use of the railroad for many years.

## Travel Grants For Scholars

**F**orest History Society president, William R. Sizemore, has announced the establishment of the Alfred D. Bell, Jr., visiting scholars program. Those wishing to make use of the Forest History Society library and archives may apply for a travel grant up to \$750.

The Forest History Society is a nonprofit educational institution. Founded in 1946, it advances historical understanding of mankind's interaction with the forest environment through programs in research, publication, service, library, and archival collecting. It is affiliated with Duke University and publishes the quarterly journal, *FOREST & CONSERVATION HISTORY*, through the auspices of Duke University Press. FHS is a membership organization, annual dues for individuals begin at \$25.00

The Society archives hold the records of the American Forest Council, American Forestry Association, National Forest Products Association, Society of American Foresters, Western Timber Association, and many smaller collections. Most research opportunities are in twentieth century American topics.

Contact: Harold K. Steen, 701 Vickers Avenue, Durham, NC, 27701, Phone: (919) 682-9319

# Logging Camp Excavation

The archaeological survey and excavation of a 1870s' logging camp mentioned in the last issue of "Chips & Sawdust" proceeded as planned. Several hundred people visited the site during the two-week project. Archival research suggested that the camp was one operated by Henry Sherry and George Gerry during the winters of 1876-1877 and 1877-1878 and perhaps 1878-1879. Archeological excavation confirmed that the camp operated during this period. Among the items recovered were kerosene lantern parts, tin lids, bottles, and other items with patent dates in the late 1860s' or early 1870s'. As expected the site yielded numerous oxen shoes, single bit axe heads, wedges, and other logging tools expected of a late 1870s' logging camp. The U.S. Forest Service plans to give (permanently loan) the FHW an assortment of relics uncovered at the site for use in our traveling display. Currently, Forest Service personnel are cleaning, identifying, and cataloging artifacts removed during excavation. A report on the site will be forthcoming. It is also expected that an article on the project will be published.

## Help Needed

I am currently developing a slide set for the National Council for Geographic Education on the Environmental History of the Great Lakes Lumber Era. I'm especially looking for evidence of this period in the present landscape. Do any

FHAW members know of any remnants or remains of river improvements, dams, booms, sawmills, tote roads, canals, large pine stumps, logging railroad trestles, bridges, etc. etc. etc. that would make good illustrations for this slide set? Please contact Randall Rohe, Geography, UW-Waukesha, 1500 University Drive, Waukesha, WI 53188.

## The Final Log Drive

Larry Easton supplied the following item from the *Marshfield News*, March 15, 1894.

Within the next few weeks B.F. McMillan & Bro. will commence their last drive of logs on the Little Eau Pleine, finishing up a cut which is approximated at over 150,000,000 and represents a product of \$1,000,000 or more, that has been floated down this stream to their plant alone in the past twenty years. The drive, which will last about four days, will be made the occasion of a pleasant outing for Mr. B.F. McMillan and family as well as several friends who will occupy the berths in a wangan [wanigan] or boat house built upon a raft of logs. The party will start in near Spencer and follow the driving crew down until the mill is reached. Their outing is full of promise of enjoyment as exciting as it is rare. In all the manifold labor that falls to the woodsman from the moment that he swings the axe with deadly assault on the trunks of the towering giants of the forest until it comes forth from the mill cut to meet the requirements of the market, there is no part of his duty so exciting and dangerous as the river work. The men who follow this calling in the spring after the woods work is done, must be cool, quick and accurate, for their lives frequently pay the penalty of any error made. A low approximation is one in every two hundred log drivers lose their lives by drowning during the season. Mr. B.F. McMillan, who has always



given his personal attention to the work, has had between four and five hundred men employed during the past twenty years and enjoys the rare satisfaction of knowing that not one life has been lost during that time, though prompt and energetic methods were more than once necessary to make this record possible. B.F. is an all around riverman himself and rides a log as gracefully as a swan floats upon the bosom of the lake, and one of the treats he promises his wangan [wanigan] party is an exhibition of his skill in handling the fickle log. It will be entertainment now, but in the days of yore it meant life or death to many a poor fellow who missed his calculations and was floundering around in the water beyond his depth on a cold March day.

Speaking of this phase of the subject to the writer a few years ago, Mr. McMillan said, "Some of my boys have had very close calls. One who had been driving the river for ten years was coming down on a log and jumping for another miscalculated. I always supposed he could swim and thought nothing of the chance he was taking until he went under with a yell that meant death in every vibration. I was one hundred feet away and got to him just in the nick of time. As he came up his arm fell over a log near him while another pushed forward by me caught the other arm as it came down and wedged between the two supported him until a rescue was effected. Many were the experiences of a similar character, and even worse when we have had to threaten men with sudden death with the pike pole to bring them out of their stupidity, resulting from the cold water bath, to a realizing sense of their danger. One moment's hesitation meant a death. The old drivers have little use for the suckers, or new men when they pretend to be other than they are. An incident of that order is found in a man who claiming six years experience started in and was a failure in all he undertook. I watched him pretty carefully but one day he got in and it was a hard fight to save him as he fought desperately and threatened to drown us both. Right in the midst of the struggle one of the old men who had grown more and more disgusted with the pretensions made sung

out, 'Frank, Frank, let him go, let him go, he's no good anyway' but we got him out."

The danger to life is greatly augmented because the men are scattered so. The logs generally stretch for a mile and a half up and down the river and it requires constant activity on the part of the men to keep things moving. This scattering of forces is a strong temptation to shirk and Mr. Mac said that he could never overcome it until he hit upon the plan of climbing a tall tree commanding the work, from which elevation he could watch the men and they knew it. A new man coming up the river one day met an Indian working away for dear life, said 'what you working so hard for, where's Frank?' 'I dunno, I dunno,' replied the Indian without stopping 'Spec him up a tree.'

The days of driving are now largely giving way to railroading and the drives on the other streams will like those on the Eau Pleine, soon pass into history.

As far as I know, no one has ever compiled a list of when log driving began and ended on the various streams of Wisconsin. It would be a good project for some FHW member.

## CCC Estabrook Dam Project

A recent issue of the *Milwaukee Journal* (April 21, 1990) had another article about the CCC.

### Half A Century Later, Crews Are Honored For Their Work

by Peter Eisenhower

Breaking stone in the hot sun was thirsty work. That's one thing members of Camp Estabrook Company 1699 of

the Civilian Conservation Corps remember about building the Estabrook Park Dam in the Milwaukee River in 1938.

It was a two-man job breaking up large stones to feed into a rock crusher for the dam, said Lionel Lane, 70, of Wauwatosa, who was a member of the crew.

"One guy would hold the chisel with a pair of tongs, and the other guy swing a sledgehammer," Lane said.

But hard work and thirst were not without their dividends, especially for Lane. One day Lane, then 19, was sent for water from a pump near N. Port Washington Rd. Along the way he was distracted by two girls sitting on a bench in the park. He asked one of them, Lorraine, for a date. Today they're married.

That twist of good fortune was only one of the memories generated by the corps' work on the Estabrook dam. Today, 50 years after the dam was completed, the crews are commemorating their labor and the camaraderie it produced. On Wednesday morning, about 30 CCC alumni, including five who were stationed at nearby Camp Estabrook, gathered to dedicate a plaque in honor of the project.

#### **Dam Removal Proposed**

The anniversary comes at a time when some are saying it might be time to remove dams from the river.

The Department of Natural Resources believes the river's water quality can be improved by taking out the dam at North Ave., and Milwaukee Mayor John L. Norquist supports the idea. The DNR also has called of study of the idea of removing the Estabrook dam and another dam farther north in Kletzsch Park.

The corps' work at the site included lowering the bed for the river to help reduce flooding to the north, Milwaukee County officials said. The Estabrook dam helps to maintain water level for boating.

"If they take both of them out, all the people who bought houses on the river upstream so they could boat are going to have trouble. They'll wade in mud," Lane said.

DNR officials say removal of the dam on North Ave. won't affect water levels north of Capitol Dr., which forms the southern boundary of Estabrook Park.

Glenn Thompson, now of Taylor, Mich., is another Estabrook Park alumnus celebrating a golden anniversary this year. He met his wife, Genevieve, when Lorraine Lane brought her along on a visit to Lionel at the camp.

At the dam Wednesday, Thompson and Lane wondered whether the 10 steel gates raised and lowered between concrete frames were the same ones that were there 50 years ago.

"That was some pretty good steel then," Thompson said. One difference is that the gates now are lifted by electrical devices instead of the original hand cranks, he said.

The Milwaukee County Department of Parks, Recreation and Culture spent \$350,000 renovating the dam in 1988 and 1989, according to officials. The department repaired some wear and tear and added the electric motors to raise the gates.

Thompson, 69, worked on the spillway. The spillway—a winding stone wall that reaches across the west side of the river to meet the dam at an island— is one foot lower than the top of the dam gates, he explained. If water rises to that point, it pours over the spillway instead of breaching the dam.

#### **Schulz at Ceremony**

In an speech at the ceremony, County Executive David F. Schulz pointed out that the Wisconsin Conservation Corps, a state program inspired by the Civilian Conservation Corps, was carrying on in the spirit of the original corps.

Members of the state corps, who wore bright green T-shirts and caps, later went with the Civilian Conservation Corps alumni to the site of the Camp Estabrook barracks, now the Glendale Ave. parking lot for the Lincoln Park swimming pool. The state corps built a wooden sign marking the spot.

The state corps has recently carried out projects in Milwaukee County such as planting 30,000 trees on Crystal Ridge and building a handicapped access trail in a marsh study area at the Wehr Nature Center. Crew leader Marcia Blake said old and new conservation corps workers pitched in to erect the sign early Wednesday morning. It was the first to go up in a state corps project to erect signs at all the estimated 130 Civilian Conservation Corps camps in Wisconsin.

## In Memory

### J.B. MILLAR, 1909-1990

J. "Burt" Millar, a charter member of the Forest History Association of Wisconsin, was born in Ontario, Canada, and was a 1931 graduate of the University of Toronto in forestry. He was employed in the woodlands division of the Kimberly Clark Corporation for 38 years, serving in Wisconsin, Michigan, and Ontario.

Among his numerous affiliations and memberships were the Wisconsin Woodland Owners Association, the Lake States Council of Industrial Foresters, the Canadian Institute of Forestry, and the Society of American Foresters, the latter of the two of which he was a 50-year member.

Millar's tenure as chief forester for Kimberly Clark was marked by his promotion of many innovative practices in forestry, timber harvesting, and forest products transportation. He supervised forest operations on company timberlands that extended throughout the Lake States and Canada.

## **JOHN E. SCHROEDER, 1897-1990**

John E. Schroeder, former owner and president of Schroeder Lumber Co. of Milwaukee, died recently in San Mateo, Calif., after a short illness. He was 93.

Schroeder, who had lived in Milwaukee for most of his life, moved to San Mateo two years ago.

He attended the University of Wisconsin and was active in the Chi Psi fraternity. In 1912, he joined Schroeder Lumber Co., which was established by his grandfather in 1870. When Schroeder retired from the company in 1960, he sold it to Bechtel Corp.

"He was a very outgoing and happy person who was kind to his employees," said his sister, Florence Cron, of Milwaukee.

Cron said her brother was an avid fisherman and hunter who travelled in pursuit of those activities, with five trips to Alaska and two trips to Africa.

He was a Navy pilot during World War I and was active in the Navy Reserve. He was also active in the Boys and Girls Clubs and many conservation organizations. He was a Rotarian and received awards from Ducks Unlimited.

## **WILLIAM J. EMERSON, 1912-1990**

The Forest History Association of Wisconsin lost another valued member when "Bill" Emerson died May 24, 1990, after a lengthy illness and critical surgery.

Emerson was a retired U.S. Forest Service employee with many years of experience in forest fire control. When the Peshtigo Fire Centennial was commemorated in 1971,

he was the Forest Service representative on the planning committee for the event.

Emerson was superintendent of the C.C.C. Camp Mondeaux (Co. 1603) on the Chequamegon National Forest from 1935-1937, and supervised the construction of the dam on the Mondeaux River which eventually became one of the most heavily used recreational areas in Wisconsin. In July, 1986, he assisted in the 50th anniversary observance of the initial construction of the dam and its official entry on the National Register of Historic Places.

Emerson was an active member of a number of organizations, including the Society of American Foresters, the Eastern Forest Service Retirees Association, and the National Association of Civilian Conservation Corps Alumni.

## The Land Looker

A previous issue of "Chips & Sawdust" discussed the work of the land looker, or timber cruiser. Recently I came across another article on this important, but largely neglected, aspect of lumbering history in the *Shawano County Journal*, July 25, 1874.

Among lumbermen and in lumbering districts there may be found a class of men about whose duties the public know very little. These men are known as 'land lookers', whose duty is to go into the wilderness and then make a close estimate on the amount of pine on each subdivision of a section, and then determine whether it will pay to "enter", or rather purchase, the land thus estimated. These men are either employed by some mill owner or else go into the wilderness on their own account, and when desirable

land is found sell their "minutes" (as their statement of the quality of land and amount of pine is called,) to some land speculator who will enter the land giving them a third or one-half interest in the purchase.

Land lookers generally go in parties of two or three, going into the "woods" -- as our readers must allow us to call the trackless wilderness where they operate -- with teams as far as available, and then the men pack their outfit and travel on foot, guided only by the compass, to the desired location where they are to operate, or estimate, as they call their vocation.

A land looker's outfit consists of one good heavy blanket, a small axe, small compass -- sometimes a shelter tent -- and provisions, which consist principally of flour, salt pork and tea, making a pack of seventy-five or one hundred pounds which the men, by a packing strap, fasten across their shoulders. Although the fatiguing and lonesome march is taken up through the woods without a line or path to guide the land looker, the first case where one has been lost or wandered far from his destination has yet to be found and reported. When the party have arrived near their destination they "take up" some section line and follow it to a section corner, when by a moments' inspection they can tell exactly where they are, by the marking on the corner-post, or in the case that has rotted away, by the mark on the bearing-tree. Perhaps our reader will ask what is a bearing-tree? It is a tree marked by a United States surveyor to assist in perfecting the identity of section corners. There are generally four of these trees at each corner, each faced, or blazed, on a line with the corner and then marked with characters and figures showing range, township, and section, while their size, description, and location by the compass, together with the distance from the section corner is recorded in the records which are denominated "field notes," a copy of which every land looker can purchase by townships at the United States land office or at the school land office in Madison. In addition to these corner bearing-trees there are two quarter-post bearing-trees to locate



the quarter-post, which are faced toward the post, one on each side, and marked so as to fix the location of the post in case it should rot out or get moved. In addition to these posts and bearing-trees the section lines are marked by blazing trees every few rods standing near the line, these trees are marked on each side and the blaze denotes the direction of the line as they are marked according to the compass, either east and west, or north and south, and are of equal height on each side of the tree.

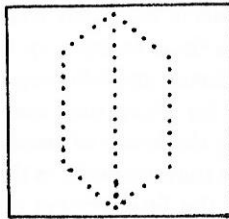
Arriving at the desired corner, the party make a supply depot, and leave all extra supplies, taking only enough to last them four or five days, one pound of flour, one of salt pork, and 1 1/4 oz of tea is considered a day's supply for each man. Of course this supply and the quality are varied to suit circumstances and location. Our description applies to the professional land lookers, those who go into the vast timbered sections of northern Wisconsin and spend weeks and months at a time, looking up lands. These men lead a laborious and lonesome life, separated from their home and civilization for a long time and compelled to work rain or shine, during the heats of summer or the cold snows of winter, when on their snowshoes they travel the vast forests, guided only by the little pocket compass. Yet sickness is almost unknown to them, and for the true qualities of manhood they compare with any man or class of men.

When their supply depot is established the actual work of looking commences. They start out on some desired line and when night comes they select a desirable camping ground, near some stream, build a fire, stir up their flour, put it in the ashes to bake, cook their pork, boil their tea and supper is ready, and an appetite is never wanted to do it justice. A few leaves are scraped together, or a few green boughs cut and piled up, the blanket spread and the couch of the tired looker is ready for him. At an early hour he is astir, and

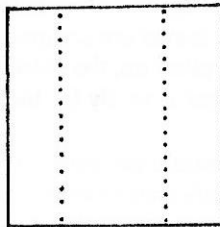
"Who would not rather take his seat  
Beneath these clumps of trees,  
The early dawn of day to greet,

And catch the healthy breeze,  
Than on the silken couch of sloth  
Luxurious to lie?"

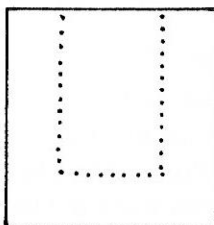
When the land looker finds a piece of pine he seeks a section corner or a quarter-post and then sub-divides the piece into forty acre lots according to government survey. The land is divided by pacing, and the professional will pace around a section and point out every post and corner with accuracy, varying only a few feet. Five hundred paces make eighty rods, and one hundred and twenty-five, twenty rods. There are several ways of looking over a "forty" and making an estimate of the timber. One is called circling and is done by three men, one paces off forty rods or to the center of the forty on one side, while the other men, one on each side, circle towards the opposite, keeping about twenty rods apart in the center. The following diagram will illustrate this manner of circling:



This method as will be seen allows the men to look at nearly every foot to the ground unless it should be very heavily timbered. Another method is for each man (and is most generally adopted where there are two men) to pace off twenty rods from each side of the forty and then make a line for the opposite side, thus giving each man twenty rods on each side to look over. The following will illustrate the principle:



There is another form, which is generally adopted where there is only one man, and the following diagram will illustrate it:



This method allows one man to look it over carefully. Where the timber is very heavy the forty is divided into ten acre lots, or rather, quarters, and then about the same course is pursued as is done with a forty except that each man has only ten rods to look over.

In estimating pine, the height, size, soundness, nearness to streams, character of ground and expense of running the logs to market, are taken into consideration and enables the land looker to form a very accurate estimate as to its value. A forty that has five hundred thousand of pine is considered heavily timbered and valuable, if well located. As a rule a forty ought to have about one hundred and fifty thousand feet to make it desirable, although where well located and pine of a good quality it will pay to enter were there is only fifty thousand feet to a forty, provided it is near other heavy timbered pine.

A good land looker will, as a rule, run a line about five or six miles in one day, and commands from three to five dollars a day and expenses paid, time counting from the time he leaves home until he returns.

**Paper for this issue of "Chips & Sawdust"  
was provided courtesy of  
Badger Paper Co., Peshtigo, WI.**

## Logging by Rail

Larry Easton supplied the following article on the operations of the Mississippi River Logging Company's Chippewa River & Menomonie logging railroad. It appeared in the *Eau Claire Free Press* (27 February 1890).

The Chippewa River & Menomonie logging railroad was built some two or three years ago. Not much has been heard of it until within the last year, when many references have been made to it, but it has never been described. The principal station on the line is called Verona, and was established about a year ago. It stands at the junction of the Sault Ste. Marie and the logging road. The town as well as the line is owned by the Mississippi River Logging Company. The line starts at this point on the main Chippewa, and follows Mud creek, formerly called Devil's creek, leading into the dense forests north of Weyerhaeuser, a distance of twelve miles from Verona.

The line is substantially built and ascends a grade of 260 feet, and in place the grade is 60 feet to the mile. It crosses Mud creek eleven times, and runs through several deep cuts. The cost of the road and its outfit was over \$100,000. Two engines are employed, one being for switching purposes, and the other for hauling the cars. When a train is made up it consists of from forty to sixty heavily loaded cars, that average 25,000 feet of logs to the car. A speed of thirty to forty miles an hour is often reached. Five trips are made daily to the landing. A huge steam derrick picks the logs up and piles them up on the cars, and as the train proceeds the derrick follows on a side track and picks up the logs that frequently roll off, and also picks up those that are cut alongside the track.

There are three chief landings, one on the main Chippewa, and the others in two ponds. At the landing on the

main river 17,000,000 feet are already banked. They are landed on the ice, but their weight is so great that they go immediately to the bottom and are piled one upon another eighteen and twenty-five feet high. Some faint idea may be given of the size of the pile, when it is said that it covers a space two hundred feet wide and a mile and a quarter long, and contains 85,000 logs. This vast pile will be broken up in the spring by the means of dynamite, which will soon separate the logs and send them down the stream. The other two landings are at the ponds which have been formed by damming the creek and forcing the water back into what might be called natural reservoirs. In the lower pond over 12,000,000 feet have been banked, and 1,000,000 feet have been banked in the upper. Each jobber has his space staked off, and crews are employed to pile the logs so that they will not interfere with anybody else's. The piles are from eighteen to twenty-five feet high.

These logs will not be driven out in the spring, but will be taken out of the ponds as needed during the summer. This will be done by means of stationary engines of about 40-horse power each. The engines drive an endless chain carrying brackets, which fasten themselves to the logs, and thus pull them out of the water onto an elevated platform. They are then rolled into the cars, which stand on a track of sufficient down grade that they can run to the main line and be added to the train.

Teams are used also in bringing the logs from the sections where the line does not enter, and as the pine is cut away from near the tracks, the logs must be hauled to the line. The loads that are hauled are enormous, containing all the way from 5000 feet to 13,000 feet, and sometimes even more. With thirty days more of good weather it is anticipated that 15,000,000 feet can be added to the 45,000,000 feet banked. The whole system of logging is conducted on a sensible basis. The main roads in the pineries are made in the fall, and the timber is hewn down only as it can be hauled.

This is a very fair example of what can be done with logging roads, and this mode of logging will doubtless be generally adopted ere long. Although the line runs through a finely timbered reign, which has been cut over but comparatively little, it is evident that at the rate the lumber is disappearing, only a very few years will be required to sweep all the pine away. Besides the pine there are large tracts of birch, hemlock, maple and ash, which will doubtless receive attention when the pine is gone. As the operations of this line prove eminently successful, it is altogether likely that others will be experimented with.

## Log Rafting to Ashland

The *Antigo Daily Journal* (September 4, 1969) described a log rafting operation to Ashland as the only one of its kind in the United States.

Every summer since 1923 Consolidated Papers, Inc. has been rafting wood across Lake Superior. Originally, the company rafted from Canada, however, the operation is now confined to two landings in northern Minnesota, Sugar Loaf and Grand Marais. Canadian wood is now transported via railway through Sault Ste. Marie and down the Michigan peninsula to Wisconsin.

Once a common way to transport logs, rafting has been replaced by the railroad. In fact, the Consolidated rafting operation is the only remaining one of its kind in the United States today.

Between nine and 12 rafts are made each season depending on the amount of wood to transport across the Lake. In 1968, Consolidated rafted 31,000 cords of wood with nine rafts. Each raft contains between 3,500 to 4,000 cords of pulpwood. Rafting, usually commencing the final week of June and extending into August, is planned for the time of year when storms are least likely to occur.

The wood is delivered to Ashland where Consolidated operates loading docks. Here, it is loaded directly from the water into rail cars for shipment to Consolidated's operations at Wisconsin Rapids and throughout central Wisconsin. One raft will fill 150 to 175 railroad cars.

The distance from Sugar Loaf, Minn., to Ashland is approximately 62 miles. Using a tugboat to tow the raft, the trip takes between 43-55 hours depending on the weather and condition of the lake. From Grand Marias the route is 80 miles one way.

One reason Consolidated still rafts wood across Lake Superior is that it is still the most economical way to transport wood to Ashland. There is no direct railroad connection, thus the wood would have to be shipped by rail and truck. The cost of this method is prohibitive.

*John Roen II* is the tugboat used to pull the raft. Equipped with a diesel engine, the craft is 112 feet long and 24 feet side and carries a crew of 13. Towing a raft, its speed is slightly more than one mile-per-hour. The tug is owned by Consolidated, but is operated by Roen Steamship Company. Its captain is Russell Bergh.

A necklace of 330 oversized logs, 38 inches in diameter and 22 feet long, make up the towing boom which encloses the raft of pulpwood. The wood is Sitka spruce shipped from the state of Washington especially for this purpose. Bored and capped, the logs are connected with chains to form a string. A doue [sic] string with two extra legs (single strings) overlapping across the back made up the towing boom. Made of rubber, the caps protect the boom logs by keeping the chains from wearing through the ends of the wood.

The raft has three "blocks" or platforms used to connect the two strings of booms. The headblock, which is directly behind the tug, is made of three booms fastened together. The tug tow cable is connected to the raft here. Two other platforms flank the raft, one on each side. There [sic] are called quarter blocks, and in addition to holding the booms together, they carry warning lights and radar reflectors.

A tender boat accompanies the tug on trips across Lake Superior. Named the *Timberland*, the consolidated-owned boat assists in the make-up and dumping of the raft as well as trailing the raft at night. The latter is a precautionary measure. Following the raft, the *Timberland* serves as a navigational marker for other vessels traveling on the lake at night.

### **Sugar Loaf Landing**

Sugar Loaf is Consolidated's operation headquarters in Minnesota.

At Sugar Loaf, raft make-up operations begin at daybreak, around 5 a.m. The entire operation takes between two to five hours. The *Timberland* and a shore-based Consolidated workboat named the *McDonald* sweep the wood into the towing boom by using sweep booms inside the storage bay. The boats simply separate a portion of the stored wood and pull it into the open end of the towing boom. The tug remains offshore during the entire operation holding the towing boom against the wind as well as providing the necessary slack to hold the wood. In fact, it only docks for supplies.

After all the wood has been transferred from Sugar Loaf Bay to the towing boom, the two extra legs of the towing boom are overlapped closing the raft. The raft leaves immediately for Ashland upon completion of the make-up operation.

Species of wood shipped from northern Minnesota include: spruce, jack pine, and balsam. Of the three, more spruce is shipped from Minnesota than anything else because the specie is not available in sufficient quantity in Wisconsin. Pulp made from spruce is an important ingredient in Consolidated's papers.

Sometimes a raft consists of more than one specie of wood. When this is the case, the species are separated by a second set of booms. The result is a raft within a raft. This inner raft is known as a "package."



Most of the wood at Sugar Loaf is stored during the winter from nearby timber operations within a 30-mile radius in Cook and Lake counties.

From storage in the woodyard, the wood at Sugar Loaf is dumped down a chute 80 feet long into the bay. Known as "watering" the logs, this operation continues until the complete wood supply in the yard is depleted. It usually takes three days of continuous watering to fill the bay and make one raft. Sugar Loaf landing accounted for four rafts in 1968.

Consolidated-owned timberlands in northern Minnesota comprise 43,000 acres. In relation to the company's total timberland production, this area supplies approximately 10 per cent of Consolidated's annual wood requirement. The company has about 635,000 acres of forest land under ownership and control in Wisconsin, Michigan, Minnesota, and Ontario, Canada.

Two cranes are used to transfer the wood from storage piles to trucks for dumping down the chute. Three trucks work with each crane. Sixteen people were employed at the Sugar Loaf landing for the '68 season. The majority were seasonal help such as college students.

The man picking up the skids under the piles is a "ground man" and the man who keeps the bark away from the watering chute is a "chute man."

The pronged ends on the beds of the dump trucks used in the watering operation are called dumping racks. Their primary purpose is to separate the loose bark, depositing it on the ground instead of dumping it down the chute into the water. The chute man is responsible for removing this bark.

#### **Ashland Loading Docks**

The pulpwood is loaded into railroad cars at Ashland for shipment to Consolidated mills in Wisconsin Rapids and central Wisconsin. Between 32 and 35 cars are filled each day. Each rail car holds approximately 23 cords of wood.

Pond boats are used at Ashland to move the pulpwood into position for the jack ladders, which carry the logs out of the water.

Men known as "polers" straighten the wood for pick up by the jack ladders. Most of these men use a tool called a pike pole to move the logs into position.

The pulpwood is then lifted via jack ladder to a higher level where it is fathored into "pockets." Consolidated personnel in charge of this particular phase of the loading operation are known as "pocket men." Each pocket is between two and one-half and two and three-quarters cords of wood. Eight pockets fill one railway car.

A crane is used to load the pockets of pulpwood into the cars. Men classified as "loaders" guide the pockets into the cars as well as unhook the hoist sling chains. The man on top of the piles on the rail cars is called a "top loader." His primary responsibility is to tie the wire around the pocket of wood.

Consolidated's Ashland operation employs around 40 people each summer. A majority of these workers are college students earning their way through school.

In the lake states, pulpwood logs, or "pulpwood sticks," as they are called in the trade, are 100 inches long.

A cord of wood is 133 cubic feet. It consists of a pile of logs four feet long by four feet high and 100 inches deep. The weight of a cord of wood is approximately 4,500 lbs.

And what happens to the wood after it leaves Ashland? It may return to your favorite newsstand or come to you through the mail.

Some of the major magazines using Consolidated papers include Better Homes & Gardens, Field & Stream, Glamour, Life.

Four important catalogs are also printed with Consolidated papers including Montgomery Ward, Sears, Miles Kimball and Spiegel.

**Committee Chairmen 1989-1990**

**1990 Annual Meeting**

William Sylvester

**Distinguished Service Awards**

Frank N. Fixmer

**Publicity**

Joyce Bant

**Student Awards**

John Saemann

Mike Sohasky

**Annual Proceedings**

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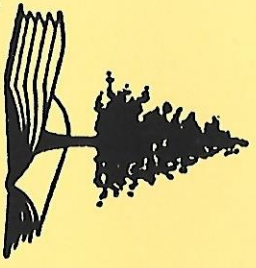
**Newsletter**

Randall Rohe

**Traveling Exhibit**

Alvin Barden





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