



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

**November 1990**

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## Editor's Notes

Our 15th Annual Meeting, held October 5-6 at Stevens Point, proved quite successful. The annual auction again added some much needed capital to our treasury. Karl Baumann again served as auctioneer and as usual did an excellent job. Our thanks to all who donated items for the auction, especially Jack Vallier and Gene Harm who each contributed numerous logging relics. We ask all members to be on the lookout for logging memorabilia for next year's auction.

The following were elected as FHAW officers at the annual meeting: Joyce Bant, president (two year term) to succeed Karl Baumann; Mike Sohasky, vice president (two year term) to succeed Joyce Bant; and Frank Fixmer, secretary-treasurer (one year term) to succeed himself.

One of our new members, John Boettcher, an artist, is currently developing a series of limited edition lithographic prints on the lumber era. So far two prints are available: Log Drive on the Flambeau and Camp in the Pinery...Ox Team. John graciously donated a copy of each print to the Association and additionally has made the Association an outlet for his work. Each print is limited to 550 copies, price is \$55.00 plus \$6.00 for shipping and handling. Contact Frank Fixmer for more information and samples.

The Association is also an outlet for Robert Fries' book *Empire In Pine: The Story of Lumbering in Wisconsin 1830-1900*. The price is \$25.00 for hardcover and \$14.95 for paperback plus \$1.75 for postage. Again, send your requests

to Frank Fixmer. The Association receives a commission on the sales of these items and this is another way that members can help supplement our capital fund.

Randall Rohe, Editor

## **National Forest History and Interpretation**

**A Symposium/Workshop in Missoula, Montana  
June 20-22, 1991**

**T**his program will focus on the historical origins and significance of the National Forest System and the techniques of interpreting its rich history. Symposium/Workshop participants will . . .

view from twenty vantage points the grand experiment in land management that began on March 10, 1891;

learn the "how to" aspects of interpreting history and historical events;

explore oral history, storytelling, writing for wayside exhibits and signs;

practice demonstrating the living history of the past;  
and

review techniques for bringing history alive to the Forest and Park visitor.

For details on the Symposium/Workshop on the National Forest Centennial, contact the Center for Continuing Education, University of Montana, Missoula, MT 59812, telephone (406) 243-4623 or 243-2900.

# Forest County Aptly Named

By Frank Fixmer

A valuable addition to FHAW's reference file was recently donated by J. Terry Moore, U.S. Forest Service, Rhinelander, in the form of an 1894 plat book of Forest County. An analysis of land ownership at that time indicates that no less than 23 lumber companies owned tracts ranging from just a few hundred to tens of thousands of acres. Most of them operated sawmills in fairly close proximity to their holdings, as this was an era when truck-hauling was nonexistent and railroad logging was practical in only limited areas. However, delivery of logs to the mills by means of river drives was still commonplace. A compilation of those lumber companies, produced the following list; some are well-known to history buffs, while others were so obscure as to have faded from living memory:

Brown Bros. Lbr. Co.  
Connor Land & Lbr. Co.  
Falls Mfg. Co.  
Fenwood Lbr. Co.  
Flanner-Steger Lbr.Co.  
Foster Muller Co.  
Girard Lbr. Co.  
Goodman Lbr. Co.  
G.W. Jones Lbr. Co.  
Hatten Lbr. Co.  
Holt Lbr. Co.  
Interlake Pulp Co.

J.W. Wells Lbr. Co.  
Keith & Hiles Lbr. Co.  
Kimberly Clark Corp.  
Menasha Woodenware Co.  
Menominee & Bayshore Lbr. Co.  
Peshtigo Lbr. Co.  
Rhinelander Paper Co.  
Torrey Cedar Co.  
Underwood Veneer Co.  
Wis. Land & Lbr. Co.  
W.H. Rogers Lbr. Co.

That so many lumber companies were able to operate in Forest County in the 1890's supports the contention that its bounty of timber was the most attractive in northeastern Wisconsin at that time. Although these companies as a group were contributors to the forest destruction that was typical of the economics and harvesting methods of those times, they also left a legacy of communities that still exist one hundred years later, towns and villages like Crandon, Laona, Wabeno, Hiles, Argonne, Cavour, Newald. The heyday of logging and lumbering in the late 19th Century is recalled today by the Camp Five complex at Laona and Wabeno's Logging Museum.

Forest County is still a large producer of forest products. A recent report credits it as being the source of about 200,000 cords of wood per year which are delivered to sawmills and paper mills in the region. Contributing to the economy of the county is the presence of the Nicolet National Forest which now makes up over half the land area of the county. Significant acreage is also being managed for sustained yield forest crops by the county itself, by forest industry owners and by small, private "tree farmers." With land ownership patterns and objectives being what they are today, there is no doubt that Forest County will remain just that: a county covered with forests.

## Logging in Forest County, 1929

After Frank sent me the preceding note, I ran into another item on Forest County logging in the *Forest Republican* of November 28, 1929.

While reports are coming from all large cities that the coming winter will be a real slack one, the contrary is true of Forest County. We will see one of the busiest winters here in many years. Reports from all over the county are that loggers are putting in a heavier cut of logs and pulpwood than they have been doing in many years.

The Flanner Company of Blackwell have a camp in the town of Laona with 150 men now cutting the virgin timber. Albert Hess, of Cavour, is building the logging railroad for them which will connect with the Northwestern line north of Laona. The logs will be hauled over this railroad and then down the Northwestern to Laona Junction and then to Blackwell to be sawed into lumber at their Blackwell sawmill.

The Connor Lumber & Land company have several camps, besides jobbers, busy cutting and skidding in the town of Freedom. Reports are that the Connor company will cut 25 to 30 million feet of timber this winter.

At Newald the Cleerman-Jacquet company has a large force of men engaged in cutting logs which will keep their sawmill running for many months at Newald next summer. There are also a large number of jobbers engaged in logging in and around the village of Newald which will keep that thriving little community quite busy during 1929 and 1930.

The Hiles Lumber company has two large camps operating in the town of Argonne. Several small jobbers are also putting a considerable amount of logs and pulpwood on the tracks this winter and everything is quite busy on highway 55 north of Argonne, which will make business much better in Argonne this winter than in the past winters. The sawmill at Hiles is also giving employment to a large force of men.

Emil Radtke has a crew of about 16 men engaged in the town of Hiles on highway 32, cutting pulpwood and tie cuts.

S.T. Branham has been operating a crew of men the entire summer, north of Hiles, cutting pulpwood and ties and will continue the operations for some time.

Wm. Hanes also has a crew of men engaged in cutting pulpwood and ties and will have quite a run at his tie mill in this city.

Lee Cyrus had a large crew of men engaged in the town of Argonne, cutting ties and pulpwood. Most of the tie cuts will be shipped to this city to be cut at the Himes Lumber & Coal company's sawmill into ties.

L.S. Jacobson and son, Selmer, have about 15 men employed south of Mole Lake in cutting logs which will be hauled to Siding One and loaded on cars and shipped to Wausau.

Around Long Lake the Menominee Bay Shore company, of Wabeno, have about 250 men engaged in cutting logs which will be shipped to their mill at Wabeno. This timber is in Florence county.

The Thunder Lake Lumber company, of Rhinelander, will cut about 25 million feet of hemlock and hardwood logs in the town of Alvin this winter. These logs will be shipped over their narrow gauge railroad to the company's sawmill at Rhinelander.

The village of Carter has grown like a mushroom the past year on account of the heavy logging operations by the Holt Lumber company, of Oconto, and several other lumber companies. There are a large number of logging camps in and around this thriving village this winter.

The Jones Lumber company, of Wabeno, also is doing a extensive logging business in Langlade county. They expect to have the heaviest run in many years at their Wabeno mill.

## Carl's Wood Art Museum

Most forest history buffs have visited on or more of the numerous logging museums scattered around the state, but probably very few even know about a unique museum in



Eagle River, WI that is also related to the history of the Northwoods.

Known as Carl's Wood Art Museum, it is owned and operated by 83- year-old Carl Schels, a charter member of the Forest History Association, and his son, Ken.

Displays consist of numerous art forms and memorabilia of Schels' logging, lumbering, and fur-trapping days during the Great Depression era. Among the many unusual items are a 25 foot wooden chain carved from a 14" by 14" pine cant and weighing 600 pounds, a 20 foot yellow birch section with 24 burls and weighing 3,000 pounds, carved life-size figures of old lumberjacks, coyotes and beaver, and a 12 foot high grizzly bear.

The museum is open on week days from 10:00 a.m. to 6:00 p.m. and on Sundays from noon until 4:00 p.m. throughout the summer months. Its location is west Highway 70 on Sunstein Road.

## Tramways-Pole Roads

One wouldn't expect to find something on Wisconsin lumbering in a mining trade journal, but the following appeared in the *Mining and Scientific Press* of October 12, 1878

### Logging Railroads

An Eastern writer who has lately made a tour of the Wisconsin lumber regions, gives an account of the various ways the lumbermen have employed to get their logs to the mills. Some of these may be of interest to our own lumbermen. All sorts of artificial roads, constructed in all sorts of ways, have been tested on the various streams tributary to

the Mississippi river. The favorite method has been to construct a road, the rails of which are round poles, which necessitate the use on the cars or trucks of concave wheels. The motive power is horse flesh; and the method is regarded both as a success and a failure, according to the man you talk with. In building such roads, such a variety of circumstances have to be taken into account that the success of one in one locality is no guarantee that it will be a like success in another. In the whole State of Wisconsin, the building of a logging railroad has not been undertaken on such a scale as the one now operated by Hazelton & Gerrish on the Muskegon river, in Michigan; consequently, hauling logs by rail in this region has not been as much of a success as those gentlemen have found it. The result of my investigations among Wisconsin operators shows, in their opinion, that where the length of the haul is one mile, or less, the cheapest way to secure the logs in summer is by the use of low-wheeled trucks, with four-inch tires. Of course, in any section where the nature of the ground is low and swampy, the road must be corduroyed; and if the track for the teams can be filled with sawdust, so much the better. Where the haul is more half a mile in length, the tramroad is the cheapest; and if it is more than four miles, and there is a sufficient quantity of lumber to justify it, the steam locomotive is to be preferred. I find many who are of the opinion that for more than a two-mile haul the locomotive is the cheapest in the end.

The experiment of using a locomotive on a wooden tramroad has been tried on the Wisconsin Central road by W.H. Blades, of Dorchester. After spending considerable money and wasting no little valuable time, he abandoned the locomotive as a failure. My opinion is that the experiment failed because the road was not made well enough to successfully use the locomotive. In order to do so, the road-bed must be made moderately solid. In fact, the error among loggers seems to be that, for such purposes as theirs, any kind of a road will do. This is not so any more in their case than in that of our ordinary traffic railroads. Owing to

the spring of the poles under the drawing weight of the locomotive, everything about the engine must be made loose jointed, and as loose joints are not conducive to the successful operation of a steam engine, experiments in that direction are likely to prove failures. Messrs, Lamb & Richardson, at Spencer, on the same line, have also been testing a locomotive somewhat differently constructed, but with, so far, indifferent success. They are now placing upon their road, trucks with wheels flanged in a different manner, and hope to be more successful. The Eau Plaine Lumber Company, at Rundle's mill, is now building a four-mile railroad, using sawed ties, which are laid on the ground eight or ten feet apart. On them are laid stringers of pine timber of different sizes, flattened at both ends to eight inches. On these strings a 3x4 in. hardwood rail is laid, care being taken to break joints. The stringers are pinned to the ties with 1 1/2 in. wooden pins, while the rails are spiked down with 6 in. boat spikes. An ordinary locomotive will be used, the wheels of which, as will as those of the trucks, will be flanged. This experiment is looked upon with considerable interest in his section. Had the company used a light iron T rail, I think it would have been more successful and cheaper in the end.

The tramroads, of from one to four miles haul, have been successful only where there has been great care taken in the construction of them. The route must be made as straight as possible, and great care must be exercised in laying the poles. The cost should range all the way from \$225 to \$300 per mile, owing to the character of the route. Experience shows that any cheaper roads have to be practically rebuilt once in 60 days. The usual load for two horses is 1,500 feet of logs for hauls of a mile of less.

# In Memoriam

**Richard C. Brown, M.D.**, better known as "Doc" Brown of Eau Claire passed away October 11. A FHAW member since 1977, Doc received the Association's Distinguished Service Award to an individual in 1984. Besides authoring *Sawmilling and Sawmills of the Chippewa Valley* (1984), *Rails Into the Pines* (1980) and *Logging Railroads of Rusk County, Wisconsin* (1982), he presented papers at several FHAW annual meetings. Doc served two terms as a director for the Chippewa Valley Historical Museum and acted as a consultant for the Kiwanis Club of Eau CLaire in the rebuilding of the Paul Bunyan Logging Camp. As many FHAW members know, Doc was an ardent collector of logging artifacts and relics, especially stamp hammers and his collection ranked as one of the finest in the state.

## Welcome to our New Members

John Bent	Lake Forest, IL
John Boettcher	Park Falls
Jerry Lapadakis	Stoughton
John C. Black	Shawano
David Lane	Crivitz
David Picard	Minocqua
Jeff Martin	Middleton
Michael Leiser	Madison

## Members in the News

**Ralph Swanson**, Winchester, WI., was knighted as "The 1990 Lumberjack of the Round Table" by the Queen of the annual Logging Congress in Green Bay. Ralph retired in 1985 after 39 years of service in the Timberlands Division of Consolidated Papers, Inc., the last eleven years as its manager.

**Jack Halbrehder**, Sparta, WI., was named Top Tree Farm Inspector for 1990 for the nine-state North Central Region. Jack, a DNR assistant area supervisor, has been an inspector since 1974, during which time he inspected 63 properties for tree farm certification, covering 7,892 acres.

**Malcolm Rosholt**, Rosholt, WI., well-known historian and author, has produced three video tapes about early-day Wisconsin loggers and lumbermen. Part I is titled "Kings of the Woods", Part II: "Rivers and Raftsmen: and Part III: "Sawmills and Sawdust."

**Forest Stearns**, Rhinelander, WI., has established an annual cash award through the Wisconsin Academy of Sciences, Arts & Letters for research leading to an understanding of the Wisconsin biota. Either undergraduates or graduates attending any Wisconsin college or university are eligible to compete for the award which is based on the quality of the paper presented at an annual symposium of the Academy.

# Woodland Devastation Going on

Quoted from the *Appleton Crescent* for Jan. 20, 1872.

Dear Crescent:

From present appearances, the complete destruction of the magnificent forest of the Fox River Valley seems imminent.

From all quarters comes the merciless sound of the woodsman's axe, utilizing the timber of every description. In no season in our remembrance has the lumbering interests attained such mammoth proportions as the present winter. It seems almost cruel that the work of devastation strides unchecked through the forests, like the footprints of a destroying angel, leaving neither tree nor shrub or adornment.

G.O. Lightly

## Project to Unite Upper Wolf and Wisconsin Rivers

The winters of the late 1870s proved very poor for logging and the lumberman not only tried tramways and pole roads but contemplated the building railroads to haul logs. One example appeared in the *Oshkosh Northwestern*, March 8, 1878.

A new idea has sprung up among some of the largest lumbermen on the Wolf River which materially affects the

permanent interest not only of Oshkosh but also of Fond du Lac, Neenah, Winneconne and every place where lumber is manufactured from logs brought down the Wolf River and its tributaries. It is a project of connecting the Wolf and Wisconsin Rivers by rail. To those not familiar with the circumstances and conditions surrounding the case, this plain proposition might seem quite insignificant. Surely no railroad project has ever stuck the mass of lumbermen so favorably as this. The purpose is simply to feed the Wolf River with logs which are either too far from any desirable outlet to pay for cutting or else are on streams which by their natural course would take the logs into another locality and another market. If the reader will take a sectional or township map of Wisconsin and start from a point on the Wolf River in town 31, range 14 east, and trace a line diagonally northwest across the headwaters of the Big Eau Claire, Pine and Prairie rivers to a point on the Wisconsin river at the mouth of the Tomahawk in town 35, range 6, it will be very nearly the line contemplated in the projected road. The importance of this connection then depends entirely upon the value of the pine which it would furnish an outlet for, and the facilities which it would give for transporting logs to the Wolf River. It is claimed by lumbermen that there are immense pine tracts along that proposed line which are too far from driving streams to be now available. Again it is claimed that large tracts are owned along the Upper Wisconsin and tributaries by Oshkosh parties and other lumbermen having large interests on the Wolf, which timber in its natural course would necessarily go down the Wisconsin river. By striking the Wisconsin at the mouth of the Tomahawk where there is said to be good booming facilities, these logs could be easily transferred to flat cars and run over to the Wolf and dumped off there. There are several circumstances to favor this course. The Wisconsin is a stream which it is very difficult to drive on. Few streams are now so well improved and afford such excellent driving facilities as the Wolf. Besides, owners of this pine who live in Oshkosh, Fond du Lac and other cities

dependant on the Wolf and have their interests staked in the cities where they live, are interested in having the benefit of that pine accrue in this direction rather than to some other locality. It is confidently asserted that this road would open up to the Wolf river, two thousand million feet of pine logs which would supply the cities dependent on the Wolf for the next twenty years. By the addition of tram ways, wooden tracks and other arrangement to reach tracts on either side of the road, it is thought that logs can be cut and run down to the Wolf as cheaply as they are banked on long hauls by teams. The distance on a direct west line from the Wolf to Wisconsin in town 31, is about 50 miles. The distance on a direct west line from the Wolf to the mouth of the Tomahawk is about 65 miles. Taking into account the bending of the road in order to reach more desirable tracts of pine, it is calculated that 75 miles will cover the entire length of the road.

If this road will accomplish all that is claimed for it, and the project is pushed to completion, it will have the fortunate support of the combined interest of Fond du Lac, Oshkosh, Winneconne, Neenah and Menasha, and perhaps other places. It is stated that C.J.L. Meyer of Fond du Lac, is a warm supporter of the project and will drop his Fond du Lac and Northern road project in favor of this one if there is any likelihood of carrying it through. As to the cost of the road, there has been little calculation, but the figuring has got fairly under way. The development of ideas in regard to this project will be watched with great interest.

## Logging on the Chippewa

The *Northwestern Lumberman* (July 27, 1878) contained an interesting article on the state of lumbering on the Chippewa River and its tributaries at that date.



When lumbering operations were begun on the Chippewa some 25 or 30 years ago the hardy pioneers who entered on the work of manufacturing lumber and shipping it to the markets below began in a small way. Their means were limited, and consequently the first mills were built of small capacity, the dams rude affairs, and all their facilities for obtaining and holding logs of the most meager description. Their logs were cut on the banks of the streams near their mills, and the natural freshets were depended on to bring them down. But as time passed on, the business grew in importance, larger mills were constructed, the annual product ran high up into the millions, and with each succeeding year the lumbermen have had to move their camps further and further up the streams, until at the present time they have almost reached the dividing line between the waters that flow into the lakes and those that reach the Mississippi.

There is now so much capital invested in the business and so many interests connected with it that the lumbermen have found that it will not do to depend upon natural freshets to bring out the logs, and so during the past few years a system of river improvements has been inaugurated which, if carried to completion, promises to be of great value to every lumberman and log owner on the river.

It may not be amiss in this connection to take a rapid glance at the country watered by the Chippewa and see what has already been done in the way of improvements, etc.

Passing up the west bank we find that several dams have been built on Bob's creek, and though driving is still somewhat uncertain, yet most of the logs were got out this season.

At Rice creek, otherwise known as the Chain lakes, consisting of seven small lakes, Holman & Swift have put in some good works. A thoroughfare has been made between Third and Fourth lakes, a first class dam constructed below Third lake over which the county road now crosses. A rolling dam has also been built below and the creek thoroughly improved, so that from the upper extremity of

Fifth lake in township 32-9, driving is now not only practicable but absolutely safe. Previous to these improvements, driving was only practicable for a short distance above Second lake, but for the last two years all the logs have been brought out.

On Mud creek E. Swift has begun the work of improvement by constructing a substantial dam at the head of the rapids a few miles from the mouth of the creek. This stream is contiguous to a large amount of valuable pine, and the dam already built makes it safe for a clean drive from the forks down at all stages of water.

Mark Douglass has built one or two dams on the Soft Maple creek and has been moderately successful in getting out his logs, though the stream is somewhat sluggish. There is a prospect that this creek will receive much needed improvement within a year or two.

Mad creek has a large body of good pine belonging to Cornell University, but has received but little in the way of improvements.

On the south branch of the Weirgor, Alex McLaren has built several dams, by the aid of which he has been able to make successful drives on an otherwise very indifferent stream. Other improvements are contemplated and much needed. On the north fork of this stream but little has been done, although a dam has been built near the head waters, and Nicholas Abrahamson has made some valuable improvements above the forks.

On Court Oreille, a dam has been built in the north part of section 10 38 8, by Smith Brothers, L.C. Stanley and others, by the aid of which some 15,000,000 feet of logs, the accumulations of several seasons, were brought out this spring; but from the fact that there are several million feet still lying on the bank of the lower end of the river, without any effort being made to drive them out into the main Chippewa, some have inferred that the works have been abandoned. The same parties have also made valuable improvements on the lower falls, consisting of wing dams, etc. If the consent of the Indians on the reservation could

be procured a dam might be built on the outlet of the lake and a vast reservoir created.

Little Chief creek has no general improvements, although Jud Heywood has, by the aid of a dam, succeeded in getting out his logs this season.

Joseph Goodrich, of Augusta, has in fine working order a good dam on the west fork of the Chippewa, which, in conjunction with the extensive and valuable dam built last year by the Improvement Company, on the east fork, is relied upon to drive the main river down to Little Falls.

Several dams have been constructed on the Brunet river by McDonald & McFee and other parties, and others are contemplated.

The Thornapple is now one of the best and safest of the small driving tributaries of the Chippewa. The Daniel Shaw Lumber Company has built a dam about 40 miles from the mouth at a cost of \$14,000. Other dams have been constructed by Barrows, Leavitt & Co., Joseph Viles and others, so that this stream is now under good control. About 20,000,000 feet of logs were put in last winter, and pretty much all of them got out into the main river.

The Jump and its tributaries are the most uncertain and difficult driving streams on the river, except when there is plenty of water. Comparatively little work has been done there, though several effective dams have been built by Ed Rutledge: and on Silver and Moudeau creeks by Ingram, Kennedy & Co., John Owens and others.

Fisher creek has an old flooding dam, and Capt. Sherman has constructed several rolling dams this season, by the aid of which he expects to bring out some 4,000,000 feet now at the mouth.

The improvements on the Yellow river are under the control of the Union Lumbering Company of Chippewa Falls. The present works, if kept in good repair, render that stream as safe as any.

To go back now to the Flambeau river, which, at its junction with the Chippewa at Flambeau farm, discharges

as much water as the main river, we find that a great deal of work has been done by the Improvement Company to facilitate the driving of logs on this fine stream. In addition to the valuable dam on the Elk, which is to be raised two feet the present season, and the McArthur dam on the south fork, another dam is to be built on that fork, and a large reservoir dam near the lakes on the north forks, which, taken together with some improvements at the falls, it is expected will make driving operations sure on that large stream without depending on spring floods.

The Improvement Company hopes to erect, during the coming year an immense reservoir dam near the forks of the Chippewa, which will render that stream just as safe and sure as the Flambeau. The effect of the system of improvements above the mouth of the Fisher river will be to enable the loggers to clean out all the logs above and bring them down to Little Falls, where the Improvement Company is now constructing a dam 600 feet wide and 20 feet high. From Little Falls to Eau Claire, a distance of about 50 miles, the Chippewa is for the most part a wild, rough stream broken by upheavals of trap rock, forming dams, rapids, etc., amongst which are Little Falls, Brunet Falls, Colton's Rapids, Jim's Falls, Chippewa Falls, etc. In addition to the big dam at Little Falls, there are improvements contemplated at Brunet Falls, at Colton's Rapids, Jim's Falls and Eagle Rapids. Jim's Falls is now one of the worst places on the river and needs improving very much. When the works at Little Falls are completed, the dam will hold an available surplus of water of about 700,000,000 cubic feet which, taken in conjunction with that from the reservoirs above, will certainly bring the logs from that point to Eau Claire if not farther. Although there are diverse interests on the river which may occasionally clash somewhat, it looks as though all hands were interested in perfecting and extending the work already begun, and also in erecting such new ones as may be found necessary in order that the annual product of the Chippewa pineries

may be brought down in safety to the mills, whether the season turns out to be wet or dry.

Of the expensive works at Eagle Rapids, the dam at the Dells and the booms and river improvements between Eau Claire and the mouth of Beef Slough we will not now particularize.

The Red Cedar has been thoroughly improved by Knapp, Stout & Co., of Menomonie, and is now under perfect control, that firm being able to secure all their logs without the aid of natural flood.

The Eau Claire Lumber Company has built a number of dams on the Eau Claire and its branches, and propose to continue the work until that stream is perfectly manageable.

The prospect now is that within a year or two the Chippewa pineries will be one of the safest lumbering regions in the country. We have not been able to get the exact cost of the improvements put in by the lumbermen, for the head waters of the Chippewa river to the foot of Beef Slough, but it cannot be far from \$1,000,000.

The foregoing article mentions the construction of a thoroughfare between several lakes. The term is not mentioned in Sorden and Vallier's *Lumberjack Lingo*. I've seen the term on several topographic maps of northern Wisconsin and assume it was some type of logging canal to enable the driving of logs between lakes. Can any FHAW member supply any additional information on this term or any history of "thoroughfares" in their area?

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

# Mules in Logging

While everyone knows of the use of oxen and horses in logging operations, few people realize that mules were used as well. In 1885, for instance, they were used extensively in a logging operation on the Wolf River. The *Showano County Journal* (February 28, 1885) reported that:

Washburn & Crane have commenced cutting the famous Paige tract of pine in Town 37, range 11, between Monico and Three Lakes. They expect it will take them five years to put it in. The company deliver the logs on a skidway at a point seven miles from the landing on Wolf River, and Wm. Ketchum has the contract for hauling them the rest of the way. About 100 men will be employed this season and 125 mules are now in the woods ready to commence hauling. The mules are owned by a large railroad contractor, who has contracted to haul the logs to the river. He drives six mules to a team with a jerk line, which is a novel way of driving a log team and is not liable to prove successful.

In February (28th) the *Northwestern Lumberman* added that:

John Washburn, operating in the vicinity of Gagen, Wis., putting logs unto the Wolf, has 300 mules for his motive power, that he purchased of a western ranchman. The boys in camp jocosely [sic] remark that it takes six of the mules to start a sleigh, and six drivers to start a mule.

A later issue of the trade journal (April 25, 1885) elaborated that:

The experiment of using mules for hauling logs in Crane & Washburn's camps at Gagen, above Monico, Wis., is spoken of by a Clintonville man as follows: "The logs were delivered upon skidways by horse teams and were taken from thence by a mule train of thirty teams of six mules each. The driver rode the near wheel mule and drove with one line. The train was under charge of a conductor, all of the teams traveling together. The mules at first could not haul over 1,200 feet to a team, but when they became used to the road and the business, they could be hitched to logs enough to stock an Iowa lumber yard and take them seven miles to the river. Only two mules out of 180 died during the winter. One of those was 15 years old and died of old age; the other hung by his halter rope. None of them were injured. Lumbermen who visited the camp this winter are convinced that mules are the daisies for lumbering.

Does anyone know of other instances where mules were extensively employed in logging in Wisconsin? Any ideas on why they weren't more common?

# The Thunder Lake Lumber Company

By Walker H. Evans

(from Baldwin Locomotives, Volume 7 [April 1929], pp 58-60)

The Thunder Lake Lumber Company of Rhinelander, Wisconsin, is one of the very few lumber companies in the north which uses a narrow gauge railroad in its logging operations. In these days of extremely keen competition in the lumber industry, it is interesting to know that a lumber company operating a railroad of three feet gauge, with

comparatively small train loads, can compete so successfully with companies using standard gauge equipment and far heavier train loads.

The lumber holdings of this Company lie on the watershed in the northeastern section of the State of Wisconsin. The rivers on part of the land flow north into the Great Lakes and St. Lawrence Valley; those on the remainder of the property flow south into the Mississippi Valley.

The main line of the railroad is 35 miles long, running northeast from Rhinelander. For the first 22 miles the road runs through rolling country which was logged 40 to 50 years ago, and is now farmed quite extensively. The remaining 13 miles run through heavy timber, and steep hills, locally called "hogbacks," are encountered.

The country traversed by the railroad is very liberally dotted with lakes, and is as picturesque as the State of Wisconsin affords. In fact this section of the State is a fisherman's paradise, and the Company has fitted up a private car which is taken out into the woods, and set out on a siding as long as desired. The lakes and hills encountered have called, in places, for engineering ability of a high order in the construction of the railroad. There is one trestle about 1400 feet in length across a lake, while in another locality, on a mile-long grade, it was necessary to make a cut 32 feet deep through a hill, and fill 32 feet high adjoining.

The steepest grades are not over five per cent and these are comparatively short. A great quantity of grading was necessary to keep under this limit. The mile-long grade mentioned is straight, half of it being of one per cent and the other half of two percent.

Due to the necessity of shifting the line as timber is cut out, approximately 25 miles of railroad are taken up and built annually.

The locomotives used in the woods bring their loads to a point 25 miles from Rhinelander, where they are consolidated and taken to the mill by the main line engines. Approximately 70 carloads of logs and other forest



products, of about 15 tons lading per car, are brought to the mill daily in two trips.

The Company operates one 40-ton geared locomotive, and five rod locomotives--three Baldwins, one Lima and one Porter. Several of these locomotives are illustrated. Two of the Baldwin engines are of the Consolidation (2-8-0) type, while the third is of the Mogul (2-6-0) type. One of the Consolidations was built in 1879, and is still in active service hauling gravel trains for track construction. This locomotive has 15 x 18-inch cylinders and 36-inch drivers. It carries a boiler pressure of 160 pounds, weighs approximately 68,000 pounds in working order and develops 15,280 pounds' tractive force. The other Consolidation is only two years old and has 15 x 20-inch cylinders, 36-inch drivers and 180 pounds' boiler pressure. It weighs approximately 80,550 pounds, and develops a tractive force of 19,100 pounds. The Mogul has 14 x 18-inch cylinders, 36-inch drivers, carries 170 pounds' boiler pressure, weighs about 52,000 pounds and develops a tractive force of 14,000 pounds. Both the Porter and Lima engines are of the 2-8-0 type, having 16x20-inch cylinders. The Lima engine weighs 50 tons, and the Porter engine 55 tons.

In addition to this equipment the Company operates two ten-ton Holt tractors on the sleigh hauls.

Due to the use of the best equipment obtainable the Company operates on a very efficient and economical basis, as is shown by the tabulation of costs below:

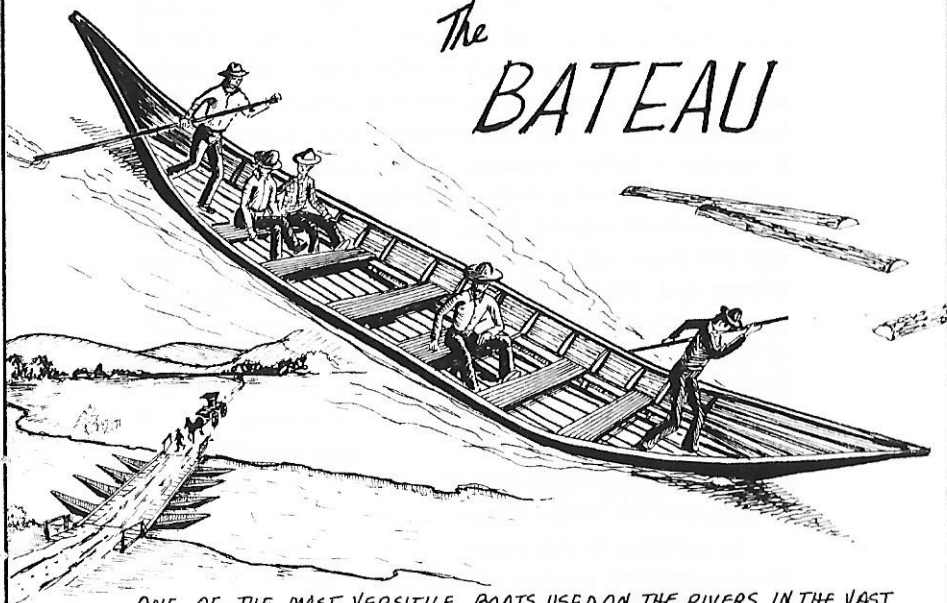
\$0.25	per 1000 feet of logs hauled for locomotive repairs.
\$0.75	" " " " " " " " train crew labor.
\$0.35	" " " " " " " " car repairs.
\$0.80	" " " " " " " " coal.

For more detail on this logging line see Harvey Huston, *Thunder Lake Narrow Gauge*, Winnetka, Ill, 1982.

# WISCONSIN LORE and LEGENDS



## The BATEAU



ONE OF THE MOST VERSITILE BOATS USED ON THE RIVERS IN THE VAST WHITE PINE LOGGING AREA OF NORTHERN WISCONSIN WAS THE STURDY BATEAU OR "MACKINAW BOAT".

IT WAS INTRODUCED TO THE AREA BY FRENCH-CANADIAN TRADERS WHO FOUND THE FLAT BOTTOM BOAT VIRTUALLY IMPOSSIBLE TO CAPSIZE. IT WAS A LONG BOAT (SOME WERE UP TO 40 FEET IN LENGTH) THAT WAS ABLE TO HANDLE LIGHT OR HEAVY LOADS OF GREAT BULK WITH EASE.

LOW, PARALLEL GUNWALES FLANKING THE WIDE MIDSHIPS PERMITTED THE CRAFT TO BE USED AS A PONTOON TO SUPPORT A SECTION OF A BRIDGE CROSSING A STREAM. BOTH THE STERN AND BOW WERE HIGHER THAN THE GUNWALES TO PREVENT THE BATEAU FROM SLIPPING FROM OUT AND UNDER THE BRIDGE DECK.

IT WAS USED BY THE LOGGING COMPANIES FOR TRANSPORTING THE "RIVER PIGS," MEN HERDING LOGS DOWNSTREAM TO THE MILLS DURING THE ANNUAL SPRING DRIVE.

GENERALLY PIKE POLES WERE USED TO PROPEL THE CRAFT, BUT OARS WERE ALWAYS AN OPTION.

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RUSSELL  
'83

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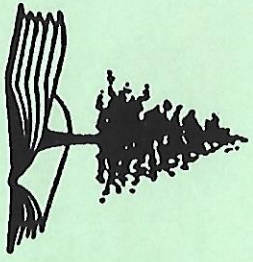
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Randall Rohe

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