Chips and Sawdust

A NEWSLETTER
From

FOREST HISTORY
ASSOCIATION OF WISCONSIN, INC.
403 McIndoe Street
Wausau, WI 54403-4746

WINTER
1997

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FHAW MEMBERS ARE AFFILIATE MEMBERS OF THE WISCONSIN STATE HISTORICAL SOCIETY

(Through a program started last year, all members of FHAW are now automatically affiliate members of the State Historical Society of Wisconsin. The following letter explains the program. Affiliate membership cards are provided with this issue of C & S.)

Dear Affiliated Historical Society President:

Through its Affiliate Member category, the State Historical Society has established a program designed to strengthen the bonds between our organization and yours. As one of the 287 historical organizations affiliated with the State Historical Society, every member of your society automatically becomes an Affiliate Member of the State Historical Society of Wisconsin.

The Affiliate member cards enclosed with this letter entitle your members to a 10% discount for admission to any of the eight historic sites owned by the State Historical Society. To receive the discount, the Affiliate Members will be asked to show their cards each time they visit a State Historical Society site. This package includes enough cards to provide one to each of your members, but we need your help to distribute them. If your society can make the cards available to your members, perhaps at membership meetings or included with a regular mailing, they can receive their 10% discounts.

Each Affiliate Member card includes an invitation to join the State Historical Society as a regular member. We will return $5.00 to your organization for each person who uses the invitation to become a new member of the State Historical Society or renews an existing membership. To date, response to this program has been very enthusiastic, and we feel the State Historical Society, your organization, and your members can all benefit from it.

Best wishes for a productive year in 1997. Thank you for your assistance in making the Affiliate Member program a success.

Sincerely,

Tom McKay
Coordinator
Office of Local History

FHAW DISTINGUISHED SERVICE AWARD NOMINATIONS

FHAW members at large are invited to submit suggestions for 1997 nominees for consideration by the Board of Directors at its May 1997 meeting. At that time, selections are voted on, by closed ballot, for one individual and one organization to receive recognition for distinguished service in the preservation of Wisconsin forest history. Nominations should include a brief summary of the individual's or organization's contributions and should be sent to: Randall Rohe, UWW, 1500 University Dr., Waukesha, WI 53188.

RECIPIENTS OF FHAW's DISTINGUISHED SERVICE AWARDS

Individuals	Year	Organizations
L. G. Sorden	1977	Menominee Logging Museum (M/M Jacque D. Vallier)
George Corrigan	1978	Camp Five Logging Museum (Mrs. Gordon R. Connor)
Walter Scott	1979	Trees for Tomorrow
Frank N. Fixmer	1980	Rhinelander Logging Museum
Eldon Marple		
F. G. Wilson	1981	Peshtigo Fire Museum
Malcolm Rosholt	1982	Paul Bunyon Logging Camp
Ken M. Elliot (posthumous)	1983	Downsville Lumber Museum
M. N. (Mully) Taylor		
Howard Peddle (posthumous)	1984	Timber Producers Assoc. of Wis. & Mich.
Dr. Richard C. Brown		
Gordon Sorenson	1985	Wis. Press Association
John Saemann	1986	Holt Balcolm Logging Camp
Randall Rohe, PhD.	1987	Marinette Co. Logging Museum
W. G. (Wally) Youngquist	1988	Marathon Co. Historical Museum
Walter Goldsworthy	1989	Three Lakes Historical Society
Jay H. Cravens	1990	Wabeno Logging Museum
Milton E. Reinke	1991	Price Co. Historical Society
James P. Kaysen	1992	CCC Museum of Wis. Chapter of Natl Assoc CCC Alumni
Larry Easton	1993	Merrill Hist Soc & Museum
Carl Krog, PhD.	1994	Drummond Historical Museum
William O'Gara (posthumous)		
Karl Baumann	1995	Chippewa Co Area Hist Society
Eugene Harm	1996	Consolidated Papers

LOCAL HISTORY WORKSHOPS

The State Historical Society of Wisconsin will sponsor three one-day workshops, each to be held at three different locations. All of the workshop leaders are staff members at the State Historical Society of Wisconsin.

The topics to be covered are:

ORGANIZING LOCAL SESQUICENTENNIAL PROJECTS, presented by Tom McKay, Local History Coordinator.

HISTORIC CLOTHING CARE & REPRODUCTION, presented by Leslie Bellais, Curator of Costume and Textiles.

PLANNING & PRESENTING HISTORICAL TOURS, presented by Deborah Kmetz, Local History Specialist.

The workshops will be held at:

Sparta, March 8, 1997, hosted by the Monroe County Hist. Soc.

West Allis, April 5, 1997, hosted by the West Allis Hist Soc.

Merrill, April 19, 1997, hosted by the Merrill Hist. Soc.

For more information on these workshops, contact Ms. Connie Meier at 608-264-6579.

NEW DIRECTOR FOR THE STATE HISTORICAL SOCIETY

(From "Exchange", a publication of the State Historical Society of Wisconsin, 1996.)

The Board of Curators of the State Historical Society of Wisconsin has selected Dr. George L. Vogt as the new director of the Society. Dr. Vogt comes to Wisconsin from the South Carolina Department of Archives and History, where he also served as director. Previously, his career included thirteen years with the National Archives in Washington, D.C. Dr. Vogt is also the current president of the American Association for State and Local History. He becomes the eleventh director in the long history of the State Historical Society of Wisconsin.

SEEKING INFORMATION ON FORNEY LOCOMOTIVES

(In the last issue of C & S, I printed an inquiry on a particular steam locomotive. I have since received a more detailed letter from the Museum of Transportation, St. Louis, requesting help in seeking this information. Following is a portion of that letter.)

The museum collection contains the only surviving Chicago 0-4-4T Forney type steam locomotive, Lake Street Elevated RR #9, which we have been cosmetically restoring. We have also been contacting museums, historical societies, and individual historians in an effort to research the history of our engine, determine the fate of all the other Chicago Forneys, and to collect available photos of them. We are hoping that the readers of Chips & Sawdust might have information or photos that could help us.

The Lake Street line was electrified in 1896 and its steam locomotives were sold by Fitz-Hugh & Company, a broker and dealer in used railway equipment. The enclosed roster is a work in progress, changing as information comes to light. None of these Lake Street 35 are now known to have been used in Wisconsin, but at least two from the 46 owned by the Chicago & South Side Rapid Transit, later known as the South Side Elevated RR, were. Number 24 went to the Nekoosa Paper Co., and number 29 to the Salsich & Wilson Lumber Co., later being used by the Ruby Lumber Co. (Wisconsin Ruby & Southern #1). Others were in Michigan, including our number 9, and as the fate of some of the others is unknown, it is entirely likely that more were used in Wisconsin and nearby states.

Could you ask your readers if they have any material on the history, operations, and equipment of any of the companies listed? We would be interested in photos as well as rosters, maps, and data on the purchase or sale of locomotives. I have enclosed a description of the locomotives used to sell them, as well as the roster listed above.

(I am not reprinting the locomotive roster or sales description in this issue, but anyone who desires to request or provide information on this matter may contact: Ron Goldfeder, Forney Project Coordinator, 3015 Barrett Station Road, St. Louis, MO 63122, Phone: 314 965-7998.)

DE TUNCQ'S WOOD-WORKING WONDERS

(From The Court Reporter, *a newsletter by the Washington County Historical Society, 1st Quarter 1997.)*

The Industrial Revolution moved at a gentle pace in Wisconsin, in terms of furniture manufacturing. The transition from hand-crafted items made by small rural cabinet shops to factory-produced furniture took longer to complete than most industries. With few furniture companies in the country, most furniture was made to order by local cabinet makers. The demand for furniture became great as rural communities grew. Many immigrant carpenters enjoyed prosperity by settling where their trade was desired.

In this migration was Peter De Tuneq, a highly skilled cabinet maker from Picardie, France. He migrated to New York in 1850 and due to his desire to prosper, he left New York in 18855 and settled in the growing village of West Bend. Soon after his arrival, he opened a furniture retail shop. In addition, he produced coffins, custom millwork for homes and many types of "hand-crafted" made-to-order furniture.

By the 1870's, factories replaced the efforts of most local craftsmen. Chairs by the Hitchcock factory and others gradually complemented those in a variety of styles, as furniture production became an industry. Due to Mr. De Tuneq's superb craftsmanship, business expansion, and family participation, his business outlasted most of his competitors' and endured three generations.

EARLY SPRING THAW

(From the Marinette-Menominee EAGLEHERALD files, Jan 1, 1997.)

100 YEARS AGO. The soft weather of the past two weeks has been disastrous to logging. All over the northern woods, operations are at a standstill. A.C. Stephenson of Menominee returned yesterday after a tour of the camps. He reports many of the men are not working and believes the loss to lumbermen operating on the Menominee will be $8,000 per day.

LEO HEIKKINEN DAY

(A letter from Albert Dering, Prentice, Wi.)

Enclosed are several articles for your newsletter that we would like to submit to FHAW. Prentice Progress Days, our community celebration, is held on Labor Day weekend. This past year (1996) they called it Leo Heikkinen Day, honoring Leo L. Heikkinen, and had him as Parade Marshall for all he had done for this community and the logging industry. We were excited to have a day in honor of a person who is almost 80 years old and still working on more community projects.

Leo Heikkinen started a company, invented and developed a product, creating an industry which evolved into a worldwide manufacturer of hydraulic material handling equipment located in Prentice. His design (for the log loader) was so unique that it revolutionized the logging industry, and 50 years later still has 51% of the world market, with several manufacturing plants producing the Prentice name.

Your kindness in remembering Leo Heikkinen, a past village president, past owner and president of Prentice Hydraulics, Inc., in a story would be greatly appreciated. It was nice that the Governor of Wisconsin had a proclamation certificate presented to him at the ceremony also. The Prentice community will be erecting several public plaques around the village in his honor, trying to tell a remarkable story of a local man who thought so much of the people around him. Several newspapers, magazines, and radio and television stations covered this story.

We are enclosing more information on Leo and the legendary log loader. We feel very proud to be able to honor this person who has made such a difference in our lives.

THE LEO HEIKKINEN STORY

(From a special program for the Prentice Progress Days, Aug 31, 1996.)

Leo Heikkinen was born and raised on a dairy farm in Brantwood, Wisconsin. Prior to 1945, he moved to Milwaukee to work in a machine shop.

In 1945, through the encouragement of his brothers (Heikkinen Brothers Construction & Logging) he returned to northern Wisconsin and started the "Heikkinen Machine Shop" just southwest of

Prentice with his wife, who did the bookkeeping. For several years the shop operated in the repair and welding of heavy equipment, in steel fabrication, in the repair and sales of chain saws, and in the manufacturing of mechanical jammers. He then preceded and patented a special tear drop log lifting winch for jammers.

The time came when individuals wanted special innovations on their jammers and during the first year of operation an idea for a "custom" job was put into construction. Through improvement and modification of the mechanical jammer the evolution took place, which resulted in the Prentice hydraulic loader.

The Prentice loader rapidly gained acceptance by the logging industry. As demand continued for more machines, more men were employed. Little did Leo realize that the Heikkinen Machine Shop would grow to be a multi-million dollar worldwide leader, with 51% of the market share marketing the hydraulic loader worldwide. In July of 1959, employment of Prentice Hydraulics Inc. had reached 35. By 1963 employment was at 100 and a broad and versatile line of hydraulic loading and unloading equipment had been added to make Prentice one of the leaders in the material handling field. Growth was rapid and in 1966, 295 employees were on the payroll.

In 1967, with annual sales of $9 million and 340 employees, Leo entered into an agreement with Omark Industries of Portland, Oregon (manufacturers of Oregon Saw Chain), to sell the entire operation in order to maintain the rapid growth structure that is so necessary to remain a leader in the competitive hydraulic loader field. Omark constructed a new R & D facility called Prentice Research & Development Corporation, of which Leo Heikkinen was president for five years, working on new technology for logging operations and the forest products industry.

(Following is an excerpt from an article written by David Knight, in the Timber Harvesting Magazine, Sept. 1985.)

Actually, Prentice, Wisconsin's Leo Heikkinen likely produced the first and perhaps only true forerunner to today's knuckleboom. Heikkinen generally gets credit for first harnessing hydraulic power and using it to improve the design of his mechanically-operated, truck-mounted boom/winch/cable log hoist, or jammer. His prototype hydraulic loader took form in early 1956. The first Heikkinen knuckleboom evolved in 1958 and was mounted on a trailer towed by a crawler. Truck mounted versions followed the next year.

THE STORIED PAST OF A CABIN IN THE WOODS

(From the Milwaukee Journal-Sentinel, Feb. 9, 1997. Written by Dennis McCann. Part of this story involves Randall Rohe, a long time active member in FHAW.

White Lake. On a cold and snowy night as dark as ink I entered the warmth and light of George and Marilyn Rock's lofted log cabin, wondering how many strangers had done the same on wintry nights past.

Oh, George said, not many, meaning in the two years he has been here.

No, I said. In the 120 years before that.

Ah, he said. That's a different story.

And so it is, different, fascinating and nicely detailed, thanks to a researcher who has dug it up. When I stepped into the cabin I was in the steps of the earliest lumbermen to come through Wolf River country, traders, settlers, fishermen, vacationers and countless anonymous more who needed a place to pause. Maybe John Dillinger, too, but more on that later.

"It kind of fits into our lifestyle," said George. "We like old things and I like history." The cabin offered all of that and frontage on the river he loves, a river his great-grandfather rode logs down years ago. Is it any wonder that where others paused and then moved on, he and Marilyn decided to stay?

The dwelling known as The Log Cabin stands on - what else - Log Cabin Drive at the southern edge of Langlade County, just north of Menominee Indian land. It was built in 1874 as one of about a dozen "stopping places" for loggers moving up the Wolf River from Shawano, each a day's wagon travel apart.

The land was rugged, the roads corduroy, and wagons didn't always make good time. The first three stopping places were operated within a 20 mile stretch by Joe Laws, John Corn, and Ed Boyd, all Indians. The best and most elaborate came next. Chris Hill and Horace Rice built two one-story cabins of massive white pine and named them The Log Cabin.

Of course, "best is a relative term, according to Randall Rohe, who teaches at the University of Wisconsin Center in Waukesha and who has researched the stopping places. Rohe found one guest

account describing the inn as "very primitive," not a surprise in such rough country. But another writer whom Rohe suspects might have had a particularly trying journey wrote: "Altogether it is the neatest, most unique hotel in the woods which I ever saw. It is positively refreshing to look at, and to one jaded and weary and satiated with the commonplace scenery of the plains, the second growth openings, the poor huts and squalid houses of the Menominee Reservation... the Log Cabin is not only a blessing in disguise, but a given God-send."

Eventually Hill and Rice added more cabins. The place became a supply depot as well as lumbermen's resting place. A stage line made runs from Shawano along the Military Road and the cabins became known for good food and for the excellent fishing along the Wolf. When lumbering petered out, sportsmen kept coming. It became one of northern Wisconsin's first resorts, and spurred other development.

Hill and Rice moved on, but the various other owners kept the doors open for decades. Owner William Alft built new cabins in the 1920s; his sons then ran the resort as The Log Cabin Inn until it was closed in 1964. Every bar in northern Wisconsin claims Dillinger (or Al Capone) drank inside, but it is at least logical he would have visited here. For a time his lady friend was Evelyn Frechette, a Menominee woman.

By the mid 1980s, Rohe said, time and neglect had taken a harsh toll on the place. Most cabins were gone, the main building's south wing - where the bar had been - was gone, the roof leaked, the foundation was crumbling and bat droppings were a foot deep.

But ten years ago, Art and Marilyn Liedecker bought the property and set out on a massive restoration, adding a new wing to match the missing one and converting the cabin into the wonderful living quarters the Rocks bought two years ago. The cabin is a private residence, so passers-by should respect that. But Rohe said the historical significance of such stopping places is deserving of further study and might warrant a historical marker along the highway.

Karl Baumann sent in a photo of a log end that was found near the mouth of the Peshtigo River. The end is marked with a "Diamond P", which Karl says was the mark of the Peshtigo Lumber Company. Such pieces show the work of log "rustlers" during the river driving days. Many collectors who today collect log stamping hammers also collect these marked log ends.

FLATROCK - PIONEER U. P. SETTLEMENT

Following is part of an article written by Ken Charlebois for the Michigan Traveler, *Feb. 1996.*

The first settlement of Michigan's upper peninsula west of the straits of Mackinaw was located about 4 miles upstream from the mouth of the Escanaba River. Around 1835 a sawmill was built on an island in the river just west of the present Mead Paper Company plant. A dam was built between the island and the north bank of the river, making a mill pond. A stone wall was built from the south bank of the river to the north side of the island, directing the flow of water to the north side of the island for the water wheel, and to guide the logs to the mill pond. In 1844, when the first government survey was made of this area, the mill was owned by Billings and Richards.

Louis Roberts, a trapper and trader, was probably the first homesteader in the area, locating along the east side of the river near the present day site of dam #2. A wooden tramway was built from the sawmill for a distance of a mile and a half from dam #1. Carts pulled by oxen moved lumber from the mill to the lower dam, where it was loaded on barges and then transferred to ships anchored in deep water off the mouth of the river.

The original sawmill was not profitable because of the long tramway haul and the low price of lumber. Virgin pine was valued at $4.00 per 1,000 board feet F.O.B. Chicago. This mill was sold to John and Joseph Smith and operated until 1844, when they built another mill down river near the lower dam, about where the current US-2 bridge across the Escanaba River is located. The old mill was purchased by the Nelson Ludington Company at a later date, however, its operations were curtailed and eventually it was abandoned. The first mill was known as the Chandler Mill.

Saw mill work was routine and seasonal. Logs were cut in the woods and hauled to the banks of the river during winter. In the spring they were floated down river to the mill. The lumber was sawed during the summer when the workers lived with their families in a group of company houses built near the mill. In the fall the men went back to the woods to cut more logs, and the families moved to town to avoid living in isolation near the silent saw mill.

A small cemetery in Pioneer Trail Park and a roadside plaque near the new DNR office on US-2 provide the curios with just a hint of the stories surrounding this, the oldest settlement in the western Upper Peninsula.

THE LANDLOOKER

Stewart Edward White was a well known writer at the turn of the century. His stories took place in outdoors settings, with two of his books being lumbering stories; those books are The Blazed Trail, 1901, and The Riverman, 1907. He is known for being an experienced woodsman, and although his stories are fictional, the settings are based on fact. Stewart Edward White is known to have spent some time in the lumber camps in preparation for his writings. The following excerpt is from The Blazed Trail and is part of a story about an early timber cruiser.

The young man's equipment was simple in the extreme. Attached to a heavy leather belt of cartridges hung a two-pound ax and a sheath knife. In his pocket reposed a compass, an air-tight tin of matches, and a map drawn on oiled paper of a district divided into sections. Some few of the sections were colored, which indicated that they belonged to private parties. All the rest was State or Government land. He carried in his hand a repeating rifle. The pack, if opened, would have been found to contain a woolen and a rubber blanket, fishing tackle, twenty pounds or so of flour, a package of tea, sugar, a slab of bacon carefully wrapped in oiled cloth, salt, a suit of underwear, and several extra pair of thick stockings. To the outside of the pack had been strapped a frying pan, a tin pail, and a cup.

For more than a week Thorpe had journeyed through the forest without meeting a human being, or seeing any indications of man, excepting always the old blaze of the government survey. Many years before, officials had run careless lines through the country along the section boundaries. At this time the blazes were so weather beaten that Thorpe often found difficulty in deciphering the indications marked on them. These latter stated always the section, the township, and the range east or west by number. All Thorpe had to do was to find the same figures on his map. He knew just where he was. By means of his compass he could lay his course to any point that suited his convenience.

The map he had procured at the United States Land Office in Detroit. He had set out with the scanty equipment just described for the purpose of "looking" a suitable bunch of pine in the northern peninsula, which, at that time, was practically untouched. Access to its interior could be obtained only on foot or by river. No one cared to bother about property at so great a distance from home. As a consequence, few as yet knew even the extent of the resources so far north.

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SURVEYING, LOGGING, DRIVING AND DAM BUILDING PIONEER DAYS OF NORTH WIS.

INTERESTING NARRATIVE OF THE PAST DATING BACK FIFTY YEARS OR MORE - REMINISCENCES LEADING UP TO PRESENT TIME TOLD BY CAPT. HENRY

(From the Eau Claire Leader, Feb. 27, 1916.)

Dear Editor:

You ask that something of a history of the timber and lumber industry of Northern Wisconsin be handed in for publication, asking that the same should include cruising (exploring), surveying and entering of the pine lands, logging, log driving, dam building, etc.

You did not fix the time, the year to start in, so the writer will run back in mind, to the fall of 1865, or fifty years ago when a great many young men and boys returned from the four years of war. Many of these young men had been foremen in the logging camps, and pilots, in charge of running the rafts of lumber out of the river, from the mills to market. Those of such experience, led their younger comrades into the logging camps, saw mills, log drives, and made raftsmen of them in the spring and summer, when there was sufficient water in the rivers to float the lumber. Chief among those men was Joseph Bailey, who started out from Kilbourn City in 1861, with Co. D, 4th Wisconsin, as their captain, later colonel. And when he had succeeded in taking Porters' flat over the rapids of Red River, thus saving the fleet from falling into the hands of the Confederates, he was made brigadier general and the officers of the fleet presented him with a costly sword and a purse of $3,000. He and most of the men of his company were raftsmen and knew how to handle water.

Pine stumpage was very cheap fifty years ago, so cheap that some lumbermen would not think of purchasing the land at fifty dollars per forty acres, the government price, but took the chance of taking from the government and state lands. Others would enter one forty acre tract and confiscate everything in reach. Of course, it was necessary to locate the camps upon the forty acre tract purchased. The government and state put agents out to look after such trespassers, and that forced jobbers and lumbermen who had been found guilty of such practice, to enter the lands from which they proposed to cut logs. And there was another reason which inspired them to purchase timbered lands from the government and state. There was, in the sixties and early seventies, a rush from the older lumbering states of Maine, Pennsylvania, Vermont, New Hampshire, New York and lower Michigan, into our new

northern Wisconsin and Minnesota to enter our best pine timber lands, and they secured large tracts which they held for good prices for stumpage. Of course some of our earliest lumbermen who had secured what they considered large tracts, well timbered, thought that they had timber enough to last them as long as they would care to manufacture lumber. Mr. John T. Kingston of T. Weston & Co.. of Necedah was heard to say, that they had timber enough to last them until timber would grow again on their lands. Some of them lived to see all of the pine of all kinds, the hemlock and all kinds of hardwood removed from their lands, and the mills moved elsewhere or dismantled. During those early days some of the laborers, lumberjacks - so called now - caught the inspiration and would save their earnings and go on a cruise, select choice pieces of timber lands to enter. Others, or perhaps these same men would be employed by men of wealth, or a company, having large sums of money to invest in the virgin forest of our state and remain with them for a number of years, selling their timber and surveying their lands as the timber was being cut.

This brings us to the methods of measuring the lands, when entering the lands. The measuring was done by pacing, counting the steps. It usually took 500 steps to the 1/4 mile, or about 2,000 steps for one mile. To measure for cutting the timber, a surveyor's chain was used. The government had first run the range and township lines, and when that was finished the government subdivided the townships into sections, establishing section corners and quarter corners. At the section corners, four trees would be marked, one standing on each section naming the section and a post would be set in the ground. At the quarter corners a post would be set on the line and a tree be marked, on either side of the line, 1/4 S.

So you see that woodsmen were never lost in the woods, if he could find a town or section corner, as they would tell him where he was, and if he was a good compassman and pacer, he would know where he was at, when in the interior of the section which is supposed to be one mile square, though they varied a great deal, as the government survey was not always done as laid down.

You may be interested to know how woodsmen managed to get into the woods with their men, provisions and camp outfit , before the rail and wagon roads were built. This was a nerve and musele trying process, as we were obliged to use canoes from our base of supplies, or pack them. We usually started out with log canoes, three men standing in the canoe, poling headway with setting poles made for that purpose. When we reached the falls or rapids that we could not pole up over, we would unload, pack supplies and camp outfit around the obstacle and either pole the canoe up over the rapids or drag it over the trail which we usually found around such places, the Indians having been

there ahead of the whites. They had brushed something of a trail around such places as it was necessary to make portages, the whites improved those trails. We often carried more than our own weight over the portage trails, and from one stream to another, or portaging from one lake to another, as we were often out sixty, ninety days and longer, and this work was continued all the year except in the winter. We either wallowed through the snow or used snowshoes from our base of supplies. When operating in the territory that is known as the lake country, or the headwaters of the rivers, bark canoes were used as they were light and could be carried over the portage, hauled out and covered, to be used again on our return trip. Such a trip as starting out with a log canoe from Wausau, change to a bark canoe north from where Rhinelander has been built and portage accross into the Tomahawk river waters, thence into the Flambeau branch of the Chippewa, cruise that territory and that of other tributaries of the Chippewa, and finally finish the trip at Chippewa Falls, and others would finish at Wausau, having started from Eau Claire, Chippewa Falls, or some other base upon the Chippewa River farther up stream. Flambeau Farm and Big Bend were used as a base for both cruisers and loggers, as the loggers used to use large log canoes to transport supplies to the camps, to last until the frost and snow came to make sleighing.

One not familiar with cruising those early days would naturally ask, What was your camp outfit? It consisted of a light duck tent, pyramid shaped, with the rear end closed with the same material, and in cold weather the front end left open, and a fire kept all night in front of the tent, green maple and birch wood being used, with some dry wood for kindling when the fire would get low. The beds were made of evergreen boughs, balsam preferred, and each man was furnished with one double blanket, the mackinaw preferred.

Now, when first class cooks are furnished one would ask, What did your provisions consist of when cruising? Flour, salt, pork, sometimes bacon, oat meal, corn meal, dried fruit, tea, coffee, sugar and baking powder. The bread was made - before the tin baker came into use - in a frying pan placed upon hardwood coals, covered with ashes and a large tin plate set up at the proper angle, and held there by the use of a green stick that would not burn readily, the plate serving as a reflector. When the rivers and lakes were not frozen over, we carried fishing tackle so that when moving camp in our boats, spoon hooks and lines were used to replenish our supplies with fresh fish. Very little time was spent at fishing when there was other work to do.

(This tale will be continued in following issues of C & S.)

TO BUILD A BETTER SAW

(From Economic History of Wisconsin During the Civil War Decade, *by Frederick Merk, published by the State Historical Society of Wisconsin, 1916.)*

Sawmill methods were similarly undergoing a rapid development. In the late fifties and early sixties the circular or rotary saw was just coming into general use in Wisconsin as the main saw of the mill, replacing the slower "muley," the cutting capacity of which it exceeded more than ten times. It had been brought to the state as early as 1854, but for some years remained an uncertain experiment. Few sawyers knew how to dress or operate it properly, and the woes of those who were hardy enough to give it a trial were such as to lead to the coinage of a popular expression, "Don't monkey with the buzz-saw." The early circular saws were exceedingly wasteful of lumber, sawing out at each cut a half-inch kerf. It was feared that a thinner saw would burst, or become heated, or fail to find proper clearance in its passage through the log. (The double rotary, consisting of two circulars, one running above the other, was an important improvement over the single rotary. It came into use in Wisconsin during the Civil War.) It is to be noted as a characteristic of all sawmill innovations of this day that they were calculated solely to secure an increased output or savings of labor. Little effort was made toward effecting a savings of lumber since timber was still cheap and abundant. To a later generation remained the task of eliminating waste in the operations of the sawmill.

The new circular saws, supplementing the improved gang saws of various patterns in use at the time, so greatly increased the sawing capacity of the mills that a prompt speeding up of all other operations became necessary. The changes that were introduced to meet these new requirements completely transformed the average lumber mill within a few years. The movements of the log carriage, which carried the log to the saw, were found to be too slow, and they were accelerated by the inventions, one after another, of the friction feed, the wire rope feed, and the steam feed. In 1863 or 1864 the double edger was introduced, which at a single cut trimmed both edges of the sawed board instead of but one as heretofore. (One of the best steam feeds on the market was perfected and patented by D. C. Prescott of Marinette in 1873. The steam feed was often referred to as the "shot gun feed," for when the steam was turned on it literally shot the log carriage down the track to the saw.) The gang edger, which followed almost immediately, carried this invention still further toward perfection.

A MINNESOTA LOG DRIVE

(From the Autobiography of Philip H. Dewey, *1933.)*

The river was still frozen over, with no signs of breaking up, so the camp was abandoned, excepting the cook and a chore boy to look after things; and we started for the mill accross country, about fifty miles away - it was almost a hundred miles by the river route.

William Watrous, Obe Bailey, Jesse Kennedy and I had each a horse to ride; but some of the way the brush was too thick or limbs hung so low from the trees that we were compelled to dismount and lead the horses. We had not been long on the way, going single file - Jesse Kennedy leading the way and I was next in line - when Jesse's gun, a Winchester rifle which he was carrying on his shoulder, struck against a tree in such a way as to explode the cartridge. The ball struck the hip of the horse he was leading, whizzed past my head so close that I thought first it had hit me, and lodged in a tree near by.

We were in a gun country, where guns were toted by everybody, but this was becoming a little too dangerous; so we held a parley, resulting in everyone unloading his gun before the procession would again proceed.

About midday we reached a cabin known as "traveler's Roost," built by generous hands for the use of any stranger, hunter or lost person, with always a few matches, salt pork, flour and sugar. We stopped and replenished the larder but took nothing, because we were neither lost, cold, hungry or tired; then went on our way. Toward nightfall we reached a half-way house that answered as a hotel, inn or almost any other resting place, and we stopped for the night.

The night was very cold, and there were many strangers traveling both up and down the river who had stopped for the night. Those going down were all sober - those going up were mostly either drunk or getting drunk. Several quarrels were in order and the outlook was anything but pleasant for one who cared little for that particular pastime.

Presently, Obe Bailey, who was an excellent shot and who had a day or two before shot the clay pipe from the mouth of a true Irishman, who was smoking it upside down with about an inch of stem, came to me and asked if I had a revolver. Of course I had, and answered in the affirmative. He asked if I would lend it to him for a few minutes, and I readily handed it over.

He started in the direction of a big, husky Swede that was getting pretty noisy, and was visibly intoxicated. Sensing trouble, I hastened to where Bailey was and lured him away long enough to inquire what he wanted of the gun.

He replied without hesitation, "I want to shoot that d--d Swede."

I said, "Not with my gun you don't shoot any Swede."

He came back with the question, "Why not?"

And I answered, "There are many reasons 'why not.' One is, I don't want to see anyone shot; another reason is, I don't want to see you hang; and the third and last reason is, I don't want to stay in Minnesota for the next two years to act as a witness in your murder trial."

The next day while on the way I asked, "Tell me, Obe, did you really intend to kill that Swede?"

He answered, "Why, certainly I did! He ought to be killed. He's the meanest man on the river."

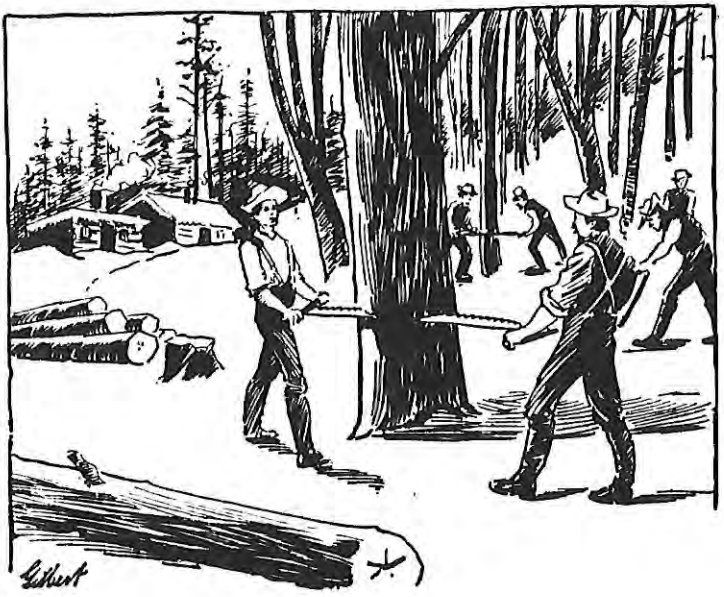
I asked, "Well, suppose you had killed him. What would you have done about the matter?"

He replied, "Oh, I suppose I would have cut a hole in the ice and tucked him in."

It did not take long to break the landings, and then the real driving began. This work is known among log drivers as "sacking the rear." Of course, many of the logs would go through to the mill without stopping, but many of them would lodge along the eddies, on islands, against rocks that might be there from time to time, and along the shore nearly all the way.

The driving of logs in deep water is an entirely different process than in the shallow, swift waters of our eastern streams. There was none of that thrilling, daring, dangerous log jamming so common to old log drivers of the old days of Pennsylvania. The water was too deep to permit the use of teams at all, and there was very little use for horses in that water, for it was unlike our streams, the floods of which often come with a rush, carrying logs away out on the land, far from the stream, then as quickly recede and leave the logs on high and dry ground. The water there begins to rise slowly and gets a little higher every day for some time, then holds up for several weeks, usually.

Much of the driving was done by the use of pike poles, a contrivance with a pike in one end for the purpose of pushing logs in the water that had temporarily stopped, or for pulling them whenever that was more convenient. Some used levers and others the pike poles, so that the driving was, after all, a somewhat tame affair compared with our customary Pennsylvania log driving.



AT WORK.

SKIDDING.

Oct. 12, 1938

of Anton Anderson

One hundred Thirty and 20/100 Dollars

Stumpage (Dead & Down) on N½ NW-6-29-19 SE NE 1-29-18 SE SE 36-30-18

$130.00 Holt Lumber Co.
D R Holt

No. Nov. 22, 1937

Received from Anton Anderson

One Hundred Forty five and 66/100 Dollars

24,277 ft dead timber on Kelly Lake tract

@ 6.00 per M.

$145.66 Holt Lumber Co
D R Holt, Treas

No. 469 and No. 470 Double Cut-off Machines

OUR Double Automatic Cut-off Machines are especially suited for car shop or other work where timber or planking is cut in quantity. This type of machine has two saw frames, one stationary and the other adjustable, and both are mounted on a heavy bed plate. The advantage lies in cutting both ends at once with absolute accuracy and at one handling. Heavy timbers can be cut singly, and flooring, roofing and siding cut in piles.

The Timber Tables are so arranged that the saws may be used on the inner ends of the saw arbors for cutting short pieces, or at the outside ends for cutting long stock. Supporting tables arranged for wooden false plates are fitted beyond the line of the saw travel on both sides of each frame. The gauges may be placed either at the front or rear.

The Adjustment of the movable frame is by a power driven reversible screw in the base, and under control of a hand lever at the end of the bed. This gives rapid and accurate adjustment for cutting any length of stock.

The Saw Carriage of each frame is mounted in gibbed ways and fed by a power mechanism under perfect control of a foot lever. The mechanism consists of mitre frictions and a large acme thread screw providing ample power for the heaviest cuts. The three feeding speeds are suitable for light, medium and heavy work. An air cylinder cushions the rapid return stroke.

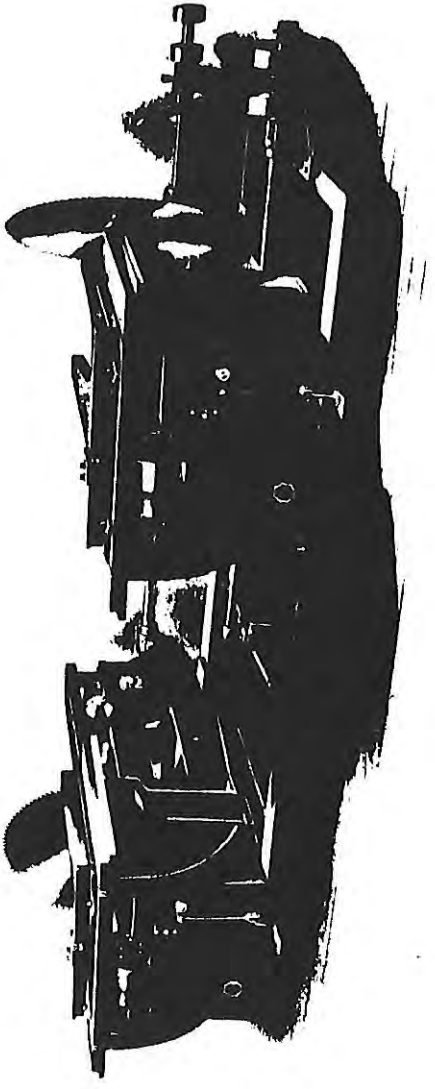
The Range is for cutting from 14-inch to 12 foot lengths. The No. 469 machine takes 36-inch saws, cutting over 12 inches thick and making a 32-inch stroke. The No. 470 machine will cut 16 inches thick with 44-inch saws, but 40-inch saws are usual and cut 14-inch timbers. The maximum stroke is 33 inches. For lighter requirements we can furnish a machine of similar design but with capacity for 24-inch saws.

The Drive is from the attached countershaft which is fitted with tight and loose pulleys or a flexible coupling for direct motor connection.

The Equipment includes a full set of gauges, stroke and layout stops, two saw blades and necessary wrenches. Safety saw guards are furnished only when specified.

No.	Saw Capacity	Wt. in Lbs.	Code
469	36"	7800	PICKEREL
470	44" (40" are usual)	8500	PICKAXE

Adjustable Wire Mesh Top Safety Saw Guards, extra

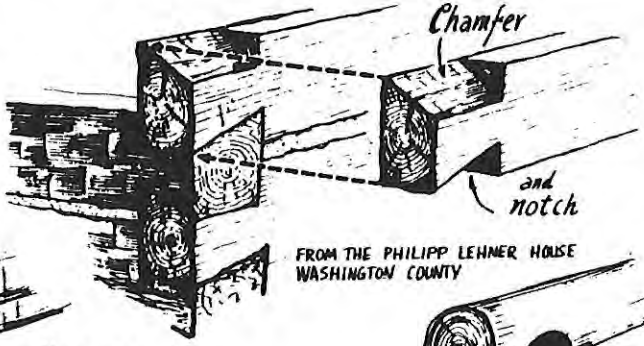


No. 470 Double Cut-off Machine

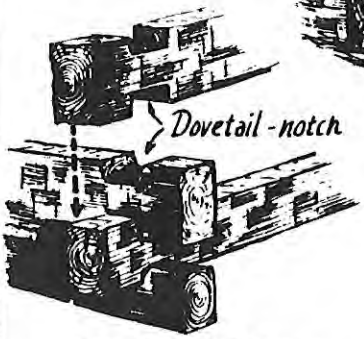
WISCONSIN LORE and LEGENDS

IN EARLY WISCONSIN

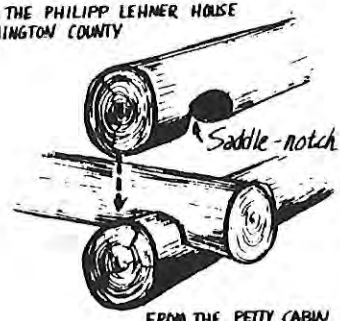
Log Notches in CABIN + BARN CONSTRUCTION



FROM THE PHILIPP LEHNER HOUSE
WASHINGTON COUNTY



FROM THE LAMMI BARN
NEAR MAPLE, DOUGLAS COUNTY



FROM THE PETTY CABIN
JEFFERSON COUNTY

EARLY SETTLERS OF WISCONSIN, BUILDING HOMES, BARNS, AND OTHER BUILDINGS, USED LOGS FOR CONSTRUCTION. HERE ARE THREE OF THE MOST POPULAR METHODS OF JOINING THE CORNERS OF THESE STRUCTURES. OTHER TECHNIQUES INCLUDED THE "SQUARE NOTCH" AND THE "SHARP NOTCH" AND ALL OF THEM WERE MADE WITH THE SKILLED USE OF THE AXE.

LOU + JOHN RUSSELL '83

 SOURCE: HISTORIC WISCONSIN BUILDINGS -1955-1870, PERRIN, MILWAUKEE PUBLIC MUSEUM, 1975

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