

A Newsletter
From
Forest History
Association of Wisconsin, Inc.

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1987--1988

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Editor's Notes

By now members should have received details and registration material for our thirteenth annual meeting to be held at Shawano, WI, September 30-October 1, 1988. Tom Albrecht, Ort Henning, Karl Baumann, and Frank Fixmer have planned an especially fine agenda. Highlights include a tour of the award-winning Menominee Logging Camp Museum at Keshena and a keynote address by Robert Hendricks, president of the Tigerton Lumber Co. The Tigerton Lumber recently celebrated its one hundredth year of operation--all under the ownership of a single family. The presentations will include several papers on the history of logging and lumbering along the Wolf River. We hope all members will try to attend. Let's make this our most successful annual meeting ever!

The Board of Directors will soon begin preliminary planning for next year's annual meeting. If you have suggestions for a site, are willing to help set up local arrangements, would like to present a paper, or help in any way, please contact a member of the board of directors.

Anyone having items to donate for the auction at our annual meeting, please contact Frank Fixmer. Relics, artifacts, books, photos, and other logging and lumbering memorabilia are needed.

Please remember that *Chips & Sawdust* is always in need of news of members' activities, recent publications on forest history, newspaper articles on logging and lumbering history and short original articles.

Log Drives on the Little Wolf

The Little Wolf River is one of the major tributaries of the Wolf River and was an important logging stream in its own right. The *Antigo Journal* of 27 April 1940 contained the following interview with Sam Fox, who once worked on the log drives on this stream.

Well, let's see, we'll start at the Upper Dam, where all logging operations started on the Little Wolf. Upper Dam is north of Galloway, where two small creeks come together to form the headwaters of the river. Of course, we never saw the creeks because there was always a head of water at the Upper Dam, flooding them for a mile or so. There were other camps above the Upper Dam--the Horse camp, where the white pine was cut and skidded to the pond, and Pike Lake camp where more cutting operations were carried on.

But us river rats really started work at the Upper Dam. When spring came the white pine rode out through the sluiceways on the first 'head' down to the Farm Dam at Galloway. The old log buildings--horse barn, crew quarters, cook shanty and office buildings--may still be seen near the site of the old Farm Dam. It was at the Farm Dam that Emil Stinson lost his life while riding the drive 47 years ago.

From the Farm Dam the white pine logs, millions of them, went their way down to the Middle Dam, just south and east of the present location of Wigwam Inn. Near here the Holt flows in from the west to join the Little Wolf. Below the Middle Dam are the rips, and they're the reason for the dam. Loggers had to raise enough 'head' at Middle Dam to float the timber safely over the rocks of the rips. When the head was raised to a dozen feet the logs were sluiced through the gates of the dam, riding the flood over the boulders.

Down stream from the Middle Dam lie the Windfall Rips. 'Windfall' because the timber along the banks was tossed about like jackstraws by a cyclone some time before logging operations started. Below the Windfall Rapids lie Improvement Rips, a rock-strewn thoroughfare for the rushing waters of the Wolf, where fishermen can actually see the river level drop down in its course.

The story of the Improvement is the story of Jack Hunter who blasted a new course for the river for three-quarters of a mile through granite bedrock to make a speedier, safer route along which to send the drive. Jack Hunter was employed by the Little Wolf River Improvement company, an organization which undertook the construction of most of the dams and camps along the river. The Bailey joins the main river at Improvement Rips and below them is Norske and further down Tim Crane Dam--named for a veteran logger and early settler. Tim Crane Dam lies near the Isaacson bridge and it's here that the Jackson flows in from the north, draining great woodtick infested cedar swamps. Any trout fisherman who tries the Jackson along in June can vouch for those woodticks.

Below Tim Crane lies Cedar Chute where the grub packer crossed the racing eddies on two slim cedar poles 12 feet above the stream to bring lunch to the drivers, forenoon and afternoon. We used to have some real log jams in Cedar Chute and at Norwegian Bend, just below it. Logs piled up 20 feet to plug the stream. Then the boss would call off all but one man from the drive and that man was given the job of breaking the jam--by dynamite sometimes--often not. A good many times only one log--the key log held the whole mass. Three feet through, it would lie bowed across the front of the jam and sometimes the blow of an axe at its center--as though only the bark held it--would break loose--great logs plunging down, whole drive. Then the jam would break lose--great logs plunging down, end over end, on the rocks of the Chute with a boom-a-to-boom as they struck.

Down the Norwegian Bend--and it got its name from the fact that a certain blonde riverman took a sudden and unexpected bath there--lies The Ledge, where the river pours over a granite obstruction. The fishing is good at The Ledge, but the bait angler is quite as apt to hook a sucker as a trout.

Further down the stream from The Ledge lies Rolling Dam--so named because it was small, raising only enough water to permit the logs to roll over the rocks below in safety. The South Branch joins the main stream below Rolling Dam. Many a big jam had to be broken below Rolling Dam. Dead water to Reamer Dam and Rips and then three miles of rushing surging white water where the big 'uns lurk. The turbulent Comet empties into the stream at Reamer Rips.

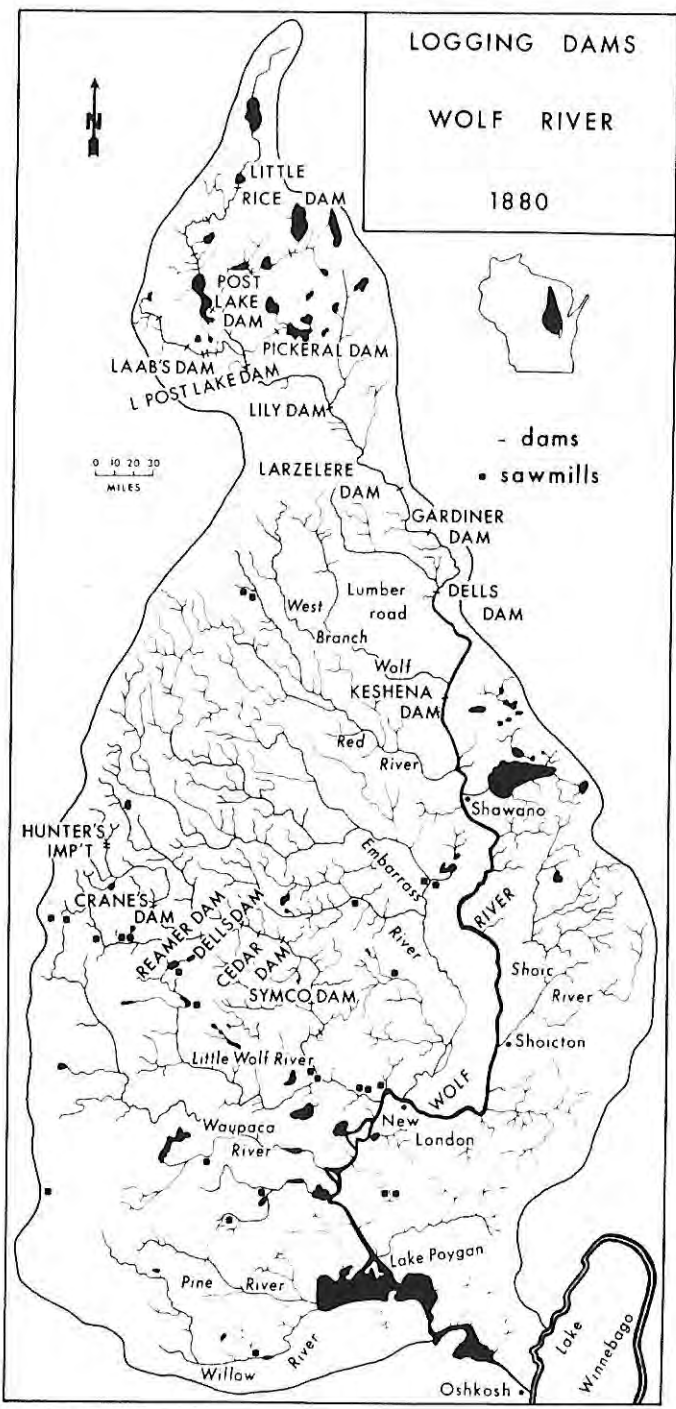
Then come the Dells, Dells Dam and Dead Man's bend. Andrew Omit lost his life breaking a jam at Dead Man's bend 45 years ago--and so the name. So on to Big Falls, the junction with the Spauling. Woodtick Island and Little Falls. And at the latter place the interest of the fisherman and old time logger cease, for trout are seldom caught further down and it was here that the logger left his charge to the river shanty crews to be transported to Symco and so by easy stages to Lake Poygan where the white pine was made up into great rafts or cribs for its trip to Lake Winnebago.

'Seems funny,' says Sam, 'that we used to turn out at two in the morning and work until nine at night--our clothes never dry--for a buck and a quarter a day. Funnier still when you think that we 'gigged' (hiked) with our peaveys on our back through mile after mile of dandy hemlock which those white pine loggers never thought worth cutting and which we could have bought at an acre for a day's wages. And those hemlocks were thick--so thick you couldn't see the sky above you. Gee, think of the fine farms that are on that same land right now.

LOGGING DAMS

WOLF RIVER

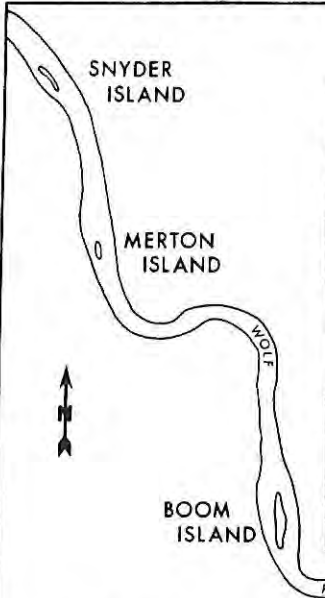
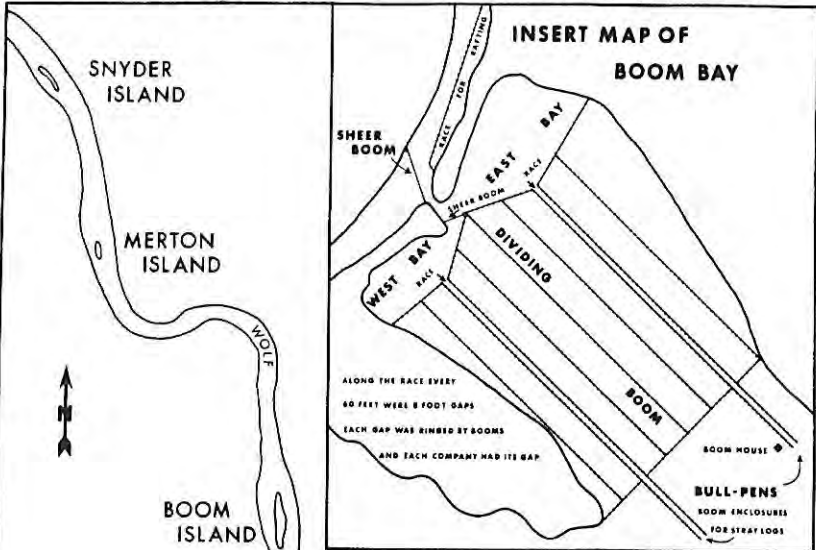
1880



Source - The Northwestern

RER

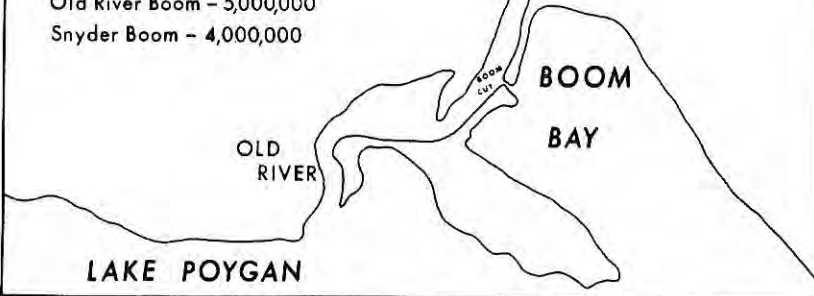
BOOM BAY AND AREA



Boom Capacity

- Bay Boom - 100,000,000 bd. ft.
- Boom Is. Boom - 3,000,000
- Merton Boom - 8,000,000
- Old River Boom - 5,000,000
- Snyder Boom - 4,000,000

NOT TO SCALE



Boom Bay

Most of the logs from the Little Wolf and other tributaries of the Wolf River eventually ended up at Boom Bay in Lake Poygan. The *Wisconsin Lumberman* of November 1874 gave the following sketch of the operations there.

The "Gabe Bouck" plies between Oshkosh and Tuscon [Tustin?], touching at Winneconne and Bay Boom. This nice little propeller gave me a pleasant ride across Winneconne Lake to the boom, which is a bay of Poygan Lake with an area of three or four square miles, which is wholly used for booming purposes. The water being seldom disturbed by winds and with slow current, makes this bay very desirable for the purpose for which it is used. It is admirably laid off, and arranged with lines of spiles and a large supply of booming timber. For separating the logs there is what is denominated "the race," which is made by two parallel lines of spiles and booming timber, making a narrow passage way of 100 rods in length. On each side of this race are gaps connecting with pockets which are to receive the different logs (known by their mark) as they are passing, and we can say, no log has yet succeeded in reaching the lower end of the race, for it finds its owner's pocket somewhere above that point. Should it be without a "mark," there is a pocket designed for just such estrays, and when the season is over these are sold at auction and the proceeds applied to the booming expenses, and each owner given credit in proportion to the amount of his logs.

After the logs are "pocketed," they are made into rafts by their owners, tugged down the lakes and river to the private booms, and there worked into lumber, Oshkosh alone receiving considerably over half of them, Fond du Lac the next largest quantity, Winneconne, Tuscon, Neenah, Menasha, and Omro and Berlin -- up the Fox river -- the remainder.

There are eighty different marks in the boom. Quite a number of parties are engaged in logging only, and sell to the mills below. From 1,500,000 to 2,000,000 feet of logs are pocketed daily. Seventy-five men are employed on the race during this work.

The capacity of this boom is 70,000,000 feet. There four others above, and within eight miles, with capacity as follows: Boom Island, 3,000,000; Merton Boom, 8,000,000; Snyder Boom, 4,000,000, and Old River Boom, 5,000,000. The latter is on the old river, below the race that connects the Wolf with the head of this bay. The old channel makes into Poygan Lake about a mile west of Bay Boom.

The number of men employed on the river above mentioned, as drivers and raftsmen, annually, are from 750 to 1,000. The upper waters require about six men to the million feet, which number diminishes as the streams increase in size and depth of water. For the lower Wolf, one or two men per million feet is sufficient.

Lake Poygan Raft Boats

Tugs were used to tow the logs rafted at Boom Bay across Lake Poygan and down the Fox River to the mills at Oshkosh and elsewhere. The *Northwestern Lumberman* of July 23, 1887 described these rather distinctive raft boats in some detail.

The methods of handling logs are no more universal than are the rules of inspection. Probably the Mississippi River operators would say that they had reached the highest known stage of perfection in the rafting line, and when looked at as an art anybody acquainted with the different processes would agree with them. The reckless, dare devil disposition that was required in earlier days in getting rafts down the Wisconsin or

the Susquehanna is not called for on the Father of Waters, but instead there is brought into service what would rank as a species of engineering skill. The raftsmen on the Mississippi would think it is unworkmanlike to pull a raft through the water as a high bred sportsman would to shoot a bird except when on the wing, or to catch trout with angleworms. To shove a great mass of logs down the river, forcing them into the proper channels and avoiding the dangerous projections and bars, is an accomplishment which has won the admiration of every man who has been so fortunate as to ride on a Mississippi raft boat. The pilot is certainly an artist.

The person interested in rafting can stand on the river bank at Winona or LaCrosse and see the raft boats going down the river on their way from Beef Slough to the mills; then if he will strike eastward across the state of Wisconsin, 150 miles or thereabouts, until he reaches Oshkosh, he will find another way of getting logs through the water--a way so different from the one he observed on the Mississippi that he will wonder that they both exist in the same country.

The method of towing logs in the Wolf river district is *sui generis*.

The Wolf river, whence comes the supply of logs for Oshkosh, Fond du Lac, Neenah, Menasha and Winneconne, reaches north for nearly 200 miles, and upon its banks, and those of its numerous tributaries, are yearly cut about 100,000,000 feet of logs for the above markets--largely pine, with small amounts of hemlock and hardwoods. About 20 miles north of Oshkosh, the river widens into a shallow lake named Poygan, at the southern outlet of which is the town of Winneconne; thence south a few miles of river, and another lake, Buttes des Morts--thence three miles of river, upon whose banks stands the city of Oshkosh, whose eastern line is that of Lake Winnebago, said to be the largest body of fresh water in the United States wholly within the limits of one state. Where the river debouches into Lake Poygan are the rafting grounds

under control of the Wolf River Boom Company. At these grounds the rafts, made into what are called fleets, are taken possession of by the queer looking raft boats. These boats are small sidewheelers of very light draught and engines of moderate power. Near the bow of the boat stands a large oak pole 40 feet long, called a growser [or grouser], and weighing two and one-half to three tons. This is pointed with iron, has an iron band on one side, and slides downward through an iron-lined aperture in the bottom of the boat. It is held in its position by a clamp. The purpose of the growser is to anchor the boat. Behind the wheel house is a strong oak beam, known as the tow or paddling post. To this the tow line is attached for towing rafts, where there is a current, but when the lakes are reached, or when the wind is unfavorable, growsing is resorted to.

On the lower deck there is a large wooden barrel, or spool, around which is wound 1,200 feet of the best manilla rope, from one and three-fourths to two inches in diameter. This is connected with the engine by a sleeve clutch working on a feather key. The rope is attached to the fleet, and the boat runs ahead till the rope is out, when the clamp is unloosed, and the growser drops into the mud, firmly anchoring the boat. The spool connection is then made, and the fleet pulled up to the boat and then--up growser and away again--and thus alternately running ahead, dropping growser, and pulling up, the lakes are passed, and the fleet moves along at the rate of two miles an hour. Arriving at Oshkosh, the rafts are uncoupled and delivered to the bull pens or hitching grounds of their owners.

Even the uninitiated can see the points in these boats which endear them to the Wolf River lumbermen. They can be run in very shallow water, and when the growser is down--when the boat, as it were, digs its toe nails into the bottom of the lake to get a firmer foothold--the power exerted on the rafts represents that which would otherwise have to be produced by a more powerful, and consequently more expensive, craft.

According to Malcolm Rosholt (*The Wisconsin Logging Book*) David Humes of Omro developed the first growser in the summer of 1848. Most of the logs harvested along the Wolf River were manufactured into lumber at Oshkosh. The rise and decline of this city as a lumber center will be the subject of one of the papers at our annual meeting.

Last Log Drive on the Wolf River

The last log drive to Oshkosh occurred in the early decades of this century. The dates given range all the way from 1910 to 1916. Drives on the upper Wolf continued into the late twenties. The following note appeared in the *Wittenberg Enterprise* on April 7, 1927.

Taking Pictures at Keshena

Paramount Photo Men Took Pictures of Log Drive

C. T. Chapman and F. Felbinger, of Chicago, were here for a few days the past week, taking pictures of the great log drive at Keshena. They were in hopes of getting some pictures of the logs going through Keshena Falls, but we do not know if they did. They took the pictures for the Paramount Famous Lasky Corporation, of Chicago and the Paramount News, which is shown in many of the large moving picture shows of the country. Both of the gentlemen were very much pleased with the pictures that they were able to take but wanted to get some of the Indians driving logs and doing some stunts, which they are able to do. It is thought that they will come here again when more is doing.

It would be interesting to know if any of these pictures are still in existence.

Early Hardwood Logging on the Wolf

Most people associate the logging of hardwoods with the latter part of the lumber era and the use of the railroad. The *State Gazette* (Green Bay) of May 18, 1877, however, chronicles an attempt to use the Wolf River for the transportation of hardwood logs.

The R.R. Tie Business

Mr. James Delaney returned from the Wolf River last evening. He has succeeded in running a large fleet of rafts of oak ties from points on the Upper Wolf, to Lake Poygan, from which point they will be towed to Oshkosh and taken forward by rail. The handling of oak ties on that stream is a new business, and there was considerable doubt in the minds of old river men as to the feasibility of getting them to market. But Messrs. Fisk & Elmore undertook the job, and they were determined to succeed. For the purpose of floating them they built floats from 24 to 32 feet long, and from 16 to 24 feet wide, of cedar logs firmly fastened together, and loaded the ties upon these, about four tiers deep, making a raft that drew nearly four feet of water. The rafts were so well made that very few ties have been lost, and their first fleet is ready for delivery. Messrs. Fisk & Elmore have purchased about 150,000 oak ties this season, and some 200,000 of other grades, besides large quantities of telegraph poles, cord wood and other kinds of timber required in building and keeping an immense railroad in operation.

The Log Cabins

By Randall Rohe

A largely overlooked facet of the lumbering history of the Wolf River area, as well as the rest of Wisconsin, are the stopping places or hotels that developed to serve lumbermen and loggers as they moved to and from the pineries. With the improvement of the upper Wolf for log driving, Shawano, at the head of navigation, became the center for lumbermen's supplies. It also became the main stopping place for men and teams, both going to and coming from the pineries.

Above Shawano no points became very important as supply centers, but numerous stopping places for lumbermen were built along the Lake Superior Trail and the Military Road between 1860 and 1885.

Typical of the stopping places were The Log Cabins constructed by Christopher Hill and Horace Rice in 1874 near the Menominee Indian Reservation-Langlade County line. For a time The Log Cabins served as an important place of deposit and transshipment of lumbermen's supplies. Beyond The Log Cabins the roads became much more difficult and consequently only smaller loads could be hauled. Teams from Shawano would haul heavy loads to this point and then other teams would deliver them to the logging camps above. The cabins, three in number, all one story high, were built of logs and each served a specific function. One was for dining and cooking, one for sitting and sleeping, and the third entirely for sleeping. There was also a large horse barn, a storehouse, a blacksmith shop, and several other log buildings.

A correspondent of the *Green Bay Advocate*, April 20, 1875 described his visit to the Log Cabins thusly:

Along the roadside, deep in the old forest, are six log houses, two of them habitable, the others barns and storehouses. At the back the Wolf River flows along its bed. Of the two habitable houses, one is the hotel, the other the dining room and kitchen. They are very primitive, the eaves scarce high enough for a tall man to walk under them. If the visitor arrives, as I did, in the late twilight, he will find sitting about the door a half-dozen lumbermen smoking their pipes and being smoked by the smudger, for the ubiquitous mosquito feels especially at home in this locality. A hostler takes your horse, and you enter the room that serves as office and reading room, wash room, and lounging place. Everything is as neat as patient scrubbing can make it. A shotgun and a rifle hang from pegs in the log walls. Partially across one end of the room is an unpainted counter, and opposite it on the other side are the water-works of the establishment--two pails and two washbowls. A small looking-glass and a brush-broom hang on either side of the window, and remind one of the ultra civilization left far behind. The supper bell from the adjoining cabin cuts off further observations. An appetizing odor acts as pilot to the door, and a supper is before you that neither Tremont nor Palmer can equal. Trout, fried to that delicious crispness only attainable by an accomplished cook, and venison juicy and tender are the staples, backed and supported by a body guard of bread and butter. True, your tea has no milk, but the deficiency passes unnoticed, a moth gets into the sugar bowl; but the intrusion is easily forgiven. A quiet pipe succeeds the supper, and then drooping eyelids hint for sleep. The bed room is in the rear of the hotel cabin, which is cut up in four sleeping rooms, each containing four beds. In these rooms the exquisite neatness of the place is particularly noticeable.

Within a few years, H. S. Rice had a park, "fixed up in elegant style, with croquet grounds, swings, and etc." along the Wolf River near the Log Cabins. The Log Cabins became one of the first resorts in the area and operated up until the 1970s.

Today, a few buildings still stand and the nearby road is named Log Cabin Lane. Those members coming to our annual meeting via Hwy 55 south, can see what remains just north of the Menominee County-Reservation Line.

Names on the Land

The placenames of Wisconsin are a mirror to the past. They record the major economic phases and cultural groups that form the history of the state. An examination of northern Wisconsin, for example, reveals the presence of many placenames that originated during the lumber era, many of them derived from the distinctive nomenclature of logging and lumbering. Each issue will spotlight a place named by the loggers and lumbermen of yesteryear. Wally Youngquist submitted the following article. Other members are encouraged to send articles to "Chips & Sawdust."

In Westboro, Taylor County, where I grew up, it was common knowledge that the community was named by the Westboro Lumber Company which began operations in Westboro, Massachusetts and later moved to Wisconsin. Similarly, Chelsea, just to the south of Westboro, was named by the Chelsea Lumber Company of Chelsea Massachusetts. Medford, in the southern part of the County, was named by the Medford Lumber Company of Medford, Massachusetts.

It was also common knowledge that as the timber in Taylor County was depleted these companies moved to Oregon and established new communities with the same names. There is a Medford, Oregon. Perhaps Westboro and Chelsea were lost in the woods on the way West.

This is an interesting account of the selection of the place names of Westboro, Chelsea and Medford but I have found a

more plausible explanation. It is contained in the book *Reminiscences and Anecdotes of Early Taylor County* by Arthur J. Latton. Mr. Latton states, "Chas L. Colby, the president of the railroad (Wisconsin Central Railroad) was a native of Massachusetts, and was evidently the one who named many of the new towns that grew up along the new line, such as Colby, Abbotsford, Dorchester, Medford, Whittlesey, Chelsea, Westboro and others; all named after towns with similar names, near Boston. These villages grew up along the line usually because some one started a saw mill at that place, and began the manufacture of lumber, which for quite a number of years was about the only marketable product shipped out on the new railroad."

It is probable that the sawmill companies in Westboro, Chelsea and Medford and perhaps other communities along the Wisconsin Central Railroad merely incorporated the already assigned community name into the firm name.

Editor's Note: As Wally points out the movement of Eastern lumbermen into the Lake States and from there to the newer lumber regions of the South and Pacific Northwest is reflected in the placename cover. It is especially evident in the duplication of names from one region to the next. A classic example is the name Onalaska. When Thomas Rowe laid out a town on the Black River of Wisconsin in 1851, he named it Onalaska for a place mentioned in "The Pleasures of Hope," one of his favorite poems. At Onalaska, William Carlisle founded the Carlisle Lumber Company. As this company expanded to other parts of the country, it established towns named Onalaska in Arkansas, Texas, and Washington.

Membership Renewals Due

Have you renewed your membership in F.H.A.W. for the new fiscal year that began July 1st? Those who have not yet responded to the notice they should have received are reminded of that fact.

Renewals have been received by the secretary-treasurer at a most encouraging rate. The Board of Directors assumes that this is an indication of general satisfaction with the Association's program and services despite limited funding during the past year.

On the other hand, members who for one reason or another do not intend to renew, are asked to report their reasons for becoming "drop-outs". Such input could be helpful to the Board in any re-orientation of the Association's program emphasis.

If we are to keep membership dues down and maintain present services, we need to increase our numbers. Any thoughts of expanding our publishing efforts are impractical at current membership levels.

We therefore appeal to all concerned members to make an effort, either directly or indirectly, to increase our membership.

Frank Fixmer, Secretary-Treasurer, would be glad to furnish members with flyers on the Association which include a membership form.

Trainer Retires

Dean Daniel O. Trainer, who has guided the development and growth of natural resources programs at the University of Wisconsin-Stevens Point since 1971, will retire this month.

The son of a game warden, Trainer grew up in Princeton loving to hunt and fish and learning from his father how to handle people. He served in the South Pacific in the Navy at the close and immediately after World War II.

After returning home, he attended and graduated from Ripon College, then worked as a medical technologist at the Veterans Administration Hospital in Wood and later as a member of the border patrol in Texas.

Subsequently he earned a master's degree in microbiology at UW-Madison and worked at Fromm Laboratories in Germantown for a couple of years making vaccines. He later served as the chief pathologist for the Department of Natural Resources and simultaneously pursued a Ph.D. degree.

Trainer became a faculty member at UW-Madison in 1960 and was one of the principles in creating a graduate program in diseases of wildlife. As the environmental movement gained momentum in the early 1970s, he became attracted to a new opportunity in Stevens Point.

During the Trainer years, the first Natural Resources Building on campus was constructed (the dean takes no credit, though, because it was being planned when he arrived). However, he has been a major player in the creation of Schmeckle Reserve on campus, the Treehaven camp and

field station near Tomahawk and the Central Wisconsin Environmental Station near Nelsonville.

Believing in the importance of giving an international dimension to the program, he was active in working out arrangements so the university could sponsor a different group each summer to study natural resources problems in Europe. Today, international resource management is one of 28 specific programs--either majors, minors or options of specialized study--that students in the college can pursue.

"Dan has made a tremendous difference at this university. He came when the College of Natural Resources was in the embryo stage and his responsibilities were to nurture its development, which has been accomplished with fantastic results," said Chancellor Philip Marshall. The chancellor added that the "quality and the size of the natural resources programs at UW-SP speak to the success Dan has enjoyed through the years."

Trainer came to UW-SP little more than a year after its conservation department, which had been started in 1946 as the first of its kind in American higher education, was beefed up to a full-fledged college. There were about 500 students then--today there are more than 1,600, including about 75 who are pursuing master's degrees. There are about 60 faculty members. The enrollment is the largest of any undergraduate natural resources program in the country.

Dan has held leadership positions in the Wisconsin Department of Natural Resources Board, Nature Conservancy, Wisconsin Wildlife Federation and other groups. He is a charter member of F.H.A.W. and was very active on the committee which set up the Forestry Hall of Fame.

Note: The editor would like to thank John Anderson, Office of News and Publications at UW-SP for the above information.

Neil LeMay 1904 -- 1988

by Frank Fixmer

The Tomahawk, WI community was shocked on June 22, 1988 by the unexpected death of Neil LeMay, 83, chairman of the Lincoln County Board and former chief forest ranger in the Wisconsin Department of Natural Resources.

Only two weeks before his death, LeMay had been notified of his election and pending induction into the Wisconsin Forestry Hall of Fame for his contributions to the progress of forestry and forest protection. Ironically, he had been interviewed only hours before he died by a reporter for the *Wausau Daily Herald* which quoted him as saying "I'm proud of it as I can be." In a subsequent letter to the Forest History Association of Wisconsin, which had nominated him for the honor, his son Curtis quoted him as having said "It means more to me than any award I've ever received." LeMay was to have been inducted into the Forestry Hall of Fame next December 1st at a joint meeting of the Wisconsin and Minnesota sections of the Society of American Foresters.

LeMay was born September 27, 1904 in Cornell, WI, grew up on a farm and for a time was engaged in the logging business with his father and brother. His service with the former Wisconsin Conservation Department began in 1931 when he volunteered to man a fire tower in Sawyer County. He continued to serve the cause of forest protection as a forest ranger, supervisor, chief forest ranger and finally as director of DNR's Bureau of Fire Control until his retirement in 1969. During that period, he became nationally recognized as an in-

novator of forest fire-fighting techniques, equipment and communications and helped make Wisconsin's program one of the most efficient in the nation. He was the co-author in 1952 of the first history of forest fires and fire control progress in Wisconsin and spoke on that subject at the annual meeting of the Forest History Association in 1985.

LeMay, who was first elected to the Lincoln County Board in 1970, became its chairman in 1976. He was re-elected for his eighth consecutive two-year term last April. He also worked part time as a real estate broker and residential appraiser.

Survivors include his wife, Ruby, a son, N. Curtis of Merrill, two daughters, a sister, five grandchildren and three great-grandchildren.

Memorials may be sent to the Shriners Hospital, or to the Grace Lutheran Church in Tomahawk.

Recent Publications

- "White Lake, Wisconsin: Lumber Center on the Soo," Part II. By Randall Rohe. *The Soo* (April 1988), pp.26-51.

Part two of this article deals with the sawmill operations of the Yawkey-Bissell Lumber Co. and related firms. Numerous photos and several sketches illustrate this article.

- "It's Too Late!" by Fred Mackie. *Consolidated News* 25 (November/December 1987), pp. 8-10.

Recollection of a stormy trip on the steam tug Butterfield, which towed pulpwood rafts across Lake Superior in the 1920s, 1930s, and 1940s.

Library Acquisitions

Paul Brenner of Boulder Junction donated a copy of *American Forestry*, vol 25, July 1919 to our library.

Welcome, New Members

Robert Duerwachter, Waukesha, WI

Suzanne Muehlbauer, Schofield, WI

Back Issues of Proceedings

(Prices Indicated Are Postpaid)

- 1st Annual Proceedings - None published
- 2nd Annual Proceedings - 1977 - \$2.00

Reviews federal, state, county, school and industrial forestry history in separate articles.

- 3rd Annual Proceedings - 1978 - \$2.00

"Tanneries and the Hemlock Bark Industry"

"Railroad Logging in Wisconsin"

"Pulpwood Rafting on Lake Superior"

- 4th Annual Proceedings - 1979 - \$2.00

"The Northern Wisconsin Settler Relocation Project"

"The Development of the Wisconsin Paper Industry"

"The Menominee River Boom Company"

- 5th Annual Proceedings - 1980 - \$2.00

Out of print: supply exhausted.

- 6th Annual Proceedings - 1981 - \$2.00

"History of Logging on the Menominee Indian Reservation"

"Logging Methods in the River, Railroad and Gasoline Eras"

- 7th Annual Proceedings - 1982 - \$3.00
 "The Apostle Islands and the Lumbering Frontier"
 "History of Logging in Vilas County, WI"
- 8th Annual Proceedings - 1983 - \$3.00
 "History of Log Transportation in Wisconsin"
 "The Last Logging Railroad Operation in Wisconsin"
 "The Civilian Conservation Corps"
- 9th Annual Proceedings - 1984 - \$4.00
 "Footprints in the Forest - What the Loggers Left Behind"
 "Drummond, WI. - Rust-Owens Company Town"
- 10th Annual Proceedings - 1985 - \$5.00
 "Use of Navigable Waters for Log Driving and Lumber Rafting"
 "Life and Death of a Lumber Town"
 "History of Forest Fire Protection in Wisconsin"
- 11th Annual Proceedings - 1986 - \$5.00
 "Development of Lumbering on the Nicolet Natl. Forest"
 "History of Knox Mills"
 "Saga of the Fish Lumber Company"
 "John Muir - Master Woodworker"
- 12th Annual Proceedings - 1987 - \$5.00
 "Historic Chippewa Falls, WI"
 "Women Came To The Woods"
 "Eau Claire and the Lumber Industry"

Note: The foregoing titles are only a partial listing of the papers in each PROCEEDINGS. Make checks payable to the Forest History Association of Wisconsin and send to Frank Fixmer, Secretary-Treasurer, F.H.A.W., 403 McIndoe St., Wausau, Wi 54401.

The Great Wisconsin River "Log Jam"

A historic "first" for the Marathon County Historical Society occurred June 18-19, 1988 when it inaugurated

its "Log Jam" festival on the Wisconsin River in the heart of the city of Wausau.

Estimates were that at least 15,000 spectators were attracted to the two days of activities which recreated 18th and 19th century life along the river.

Featured were a native American village, a fur trade encampment, folk music and dance performances, a steam-operated sawmill and many demonstrations of pioneer and ethnic crafts.

Among the various groups and organizations participating was the Forest History Association of Wisconsin, which had a display of artifacts depicting the evolution of tree-falling tools, from the single-bitted axe and one-man crosscut saw of the early 19th century to the modern "feller-buncher" manufactured right there in Wausau (photo only!). Another part of F.H.A.W.'s exhibit featured books by a number of its members and various publications of the Association.

The Association exhibit was directly on the path leading to Scheer's Lumberjack Show, a crowd-pleasing competition in such typical lumberjack skills as tree-climbing, axe-chopping, crosscut-saw and chain-saw cutting and log birling. The emphasis on early day logging history was further enhanced by displays of "deadheads" salvaged from river-driving days, and of broad-axes and adzes dating back to colonial times.

The success of the "Log Jam" festival has encouraged officials to hold it annually in conjunction with the World Cup whitewater slalom kayak races. Kayakers from 17 foreign countries participated in this year's events which attracted record crowds.

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