



Chips

and

Sawdust

A Newsletter

From

Forest History

Association of Wisconsin, Inc.

403 McIndoe Street

Wausau, WI 54401

Vol. XII - No. 2 - May 1989

Officers & Directors 1988-1989

Thomas R. Albrecht
304 W. Richmond Street
Shawno, WI 54155

Joyce Bant - Vice President
Route 1, Box 62
Prentice, WI 54556

Karl Baumann - President
1119 Florence Street
Marinette, WI 54143

Frank N. Fixmer - Secretary-Treasurer
604 9th Street
Mosinee, WI 54455

Eugene Harm
Route 2, Box 468
Cadott, WI 54727

Russell H. Roberts
363 W. Leather Street
Tomahawk, WI 54487

Michael Sohasky
1435 Neva Road
Antigo, WI 54409

Ralph G. Swanson
P. O. Box 361
Winchester, WI 54567

Jacque D. Vallier
100243 N. Westport Circle
Mequon, WI 53092

Editor's Notes

The Fourteenth Annual Meeting of the Forest History Association of Wisconsin will be held in Marinette, WI on October 6-7. Make plans to attend now. The program will feature a number of presentations on the forest history of the Peshtigo-Marinette area and a tour of sites related to the area's lumbering history. Details will be forthcoming. Bring a friend. Let's make this our most successful annual meeting ever!

If you wondered why "Chips & Sawdust" was a little late last issue, it was because of a change in our bulk mailing point for the convenience of the editor. The February issue was ready for mailing in mid-January but our request for a second mailing point hit some snags. Hopefully it's all been straightened out.

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.

Randall Rohe, Editor

An Early Conservation Effort

Some believed that farms would replace forest after logging. Andrew Merryman, a Marinette lumberman, perhaps remembering the difficulties of farming in his native Maine, believed the cutover was better suited to producing pulpwood than crops. The *Eagle* (16 November 1897) wrote:

Planting Spruce Cones

A. C. Merryman Expects to Raise Young Spruce

Trees on Cut-Over Lands

A. C. Merryman is at present engaged in an attempt to reforest part of the cut-over lands in Wisconsin and Michigan. He recently received a shipment of spruce cones from Maine. These cones were to be planted and if perfect would produce young trees which in ten or twelve years would be good for pulp wood.

The first shipment of cones Mr. Merryman received were not good and he has sent to Maine for more. He says that a well known German expert in reforestry has become interested in the work and will probably assist Mr. Merryman in planting the cones.

Unfortunately, nothing came of this reforestation effort. Merryman died in 1905 and the project was dropped.

Passport in Time

The Forest Service recently began a new initiative for volunteer involvement in archaeological and historical projects on the national forests. This summer's projects on the Nicolet National Forest in Wisconsin will consist of the limited excavation of four archaeological sites attributable to American Indian settlement, along with conducting an oral history project which focuses on early 20th century Croatian settlement. The forest service has recorded over a thousand historic sites on the Nicolet National Forest and logging industry-related sites are probably the most common. It is expected that future efforts would focus on historical and archaeological investigation of Nicolet logging sites. "Chips &

Sawdust" will attempt to keep members advised on such developments.

Call for Papers

The Fourteenth Annual Meeting of the F.H.A.W. will be held October 6-7 at Marinette, Wi. Anyone interested in presenting a paper at our annual meeting please contact Karl Baumann, Frank Fixmer, or Randall Rohe. Papers on any aspect of the forest history of Wisconsin are welcome, but those dealing with the Peshtigo-Marinette area are especially desired. Slide illustrated presentations are particularly encouraged. The editor would be glad to offer suggestions and assistance to perspective speakers.

State Park Ghost Town

Few F.H.A.W. members probably know that Newport State Park near Rowleys Bay in Door County has a lumber ghost town.

In the 1880s and 90s, Newport was a bustling logging town. It was one of many "pier communities" found along the shores of Lake Michigan.

Great Lakes schooners docked at these isolated villages to take on cordwood and Christmas trees for larger cities in Wisconsin, Illinois, and even Michigan.

Newport was settled in the early 1870s by Hans Johnson, a logger, who built a dock, sawmill and later a general store and post office. The *Door County Advocate* (19 October 1882) wrote.

Business must be flourishing at Newport -- Hans Johnson's embryo town. Up to this week he had shipped 27 cargoes of wood, cedar and bark to market so far this season. Of this the scow H. Becker took 17 loads, the Buena Vista 6, and the Milton and Ahnapeel 4 and 3 each respectively. The Becker will make her last trip for this year this week, her owner being satisfied to let well enough alone. She is on the way now from Milwaukee with Mr. Johnson's winter supplies on board. The average carrying capacity of the four vessels numerated above is about 100 cords, by which it will be seen that nearly 2,700 cords of various forest products have been forwarded to market from Newport this year.

Johnson had about 25 men working for him in the late 19th century, but the forest was soon cut over and Johnson sold his logging interests to Peter Knudsen in 1895. Knudsen later took over the store and post office.

In 1914 the Newport area was subdivided into plats and streets in a land speculation scheme promoted by Knudsen, but development never took place and the idea was abandoned. In 1919, as the town was approaching death, the land was sold to Ferdinand Hotz, a Chicago investor.

Hotz kept the land and Newport became a ghost town, complete with worn furniture and fluttering curtains in the old buildings.

The state of Wisconsin, Department of Natural Resources, purchased the Hotz property and that of other land-owners in 1966. By this time the town was badly deteriorated and what was left of the picturesque village was removed.

Today, one can see outlines of the store and post office over grown with lilac bushes and grape vines in the park's picnic-beach area. Cabins of loggers from 70 or 80 years ago can also be found throughout the park. Large logs found on the

beaches are all that remain of the long pier and the white pine forest.

The DNR had an interesting article on the ghost town of Newport in its *Wisconsin Natural Resources* magazine Vol. 6 (May-June, 1982) pp. 17-21.

Logging Camp Wedding

More than one writer has noted that logging was a job for men and especially for young men. Although their numbers were limited, women, however, were present in the logging camps almost from the beginning of lumbering in Wisconsin. They were most common in the late 1890s and after the turn of the century. With more women in the camps, events like the following one described in the *Eagle* (12 February 1898) occasionally occurred.

Romance in Camp

Rarely is there such an incident as a marriage in camp, but on Feb. 10th, Hymen visited one of the camps on Eagle river, connected with the Peshtigo company. It was that of Mose Armstrong.

The Cook was a lady, Mrs. Johnson, who had formerly lived in Chicago and was then in good circumstances. With her grown-up son Herschel, a promising young man, ambitious to study for the stage, she had been engaged to cook for said camp. She had been married twice before. A few days since an old love found his way to that camp, Captain John Stuart, of Bay City, who had followed the lake for years.

Flames are sometimes rekindled even on the snow in the winter camp, and in this case, as the flames ardently burned in the vicinity of the little cook room, happened that

a certain clergyman was visiting a few of the camps in the vicinity with a word of greeting and good cheer for the boys. He accidentally happened to strike the camp mentioned. He addressed the boys in the evening although on a different theme from matrimony. But the two old lovers were thinking, even then of that one topic that so often helps make "Two hearts beat as one." In the morning before leaving the minister, who was Rev. E. N. Andrews, pastor of the Congregational church of Peshtigo, was approached by the bachelor captain on the single theme of matrimony.

He stated that years since he had a beautiful craft in tow, that head winds had unshipped the tow-line, but that now he had the craft again in tow and he was bound to bring her into port. The visiting minister was glad to help do the final splicing of that line, and in a few minutes in that same cook room, the two were made happy and the captain hailed with Bon Voyage. With the change of name from Mrs. Johnson to Mrs. Stuart, the first mate was qualified as such,, and the two thus sail forth from the green waves of pine tops, out again into the sea of life.

A Menominee River Peavie

One seldom hears much of logging tools having been invented or improved in Wisconsin. I'm sure, however, that careful research would uncover a number of such cases like the following mentioned in the *Eagle* (10 March, 1898).

A New Peavie

Supt. Wm. Stephenson, of the Boom Company, Invents one --

Buhl Sons & Co. Make Them

Supt. Wm. Stephenson, of the Boom Company, acknowledged to be one of the most expert loggers on the river, has invented a peavie which for general utility is the superior of any on the market, says the Menominee Leader.

The cry for years among the loggers was for a peavie with the diamond sloped tip excluded. Mr. Stephenson's new invention is easily handled and accomplishes its purpose with more accuracy.

Buhl Sons & Co. of Menominee, are making the new implement. Yesterday several hundred were sold to the Fence River Logging company, and Mr. Stephenson will supply the Boom company log drivers with them.

Buhl Sons & Co. will begin the manufacture of several thousand this week.

Has anyone who collects logging tools or hunts logging sites for relics ever come across one of these peavies?

Lumber Cruisers

Logging involved many specialized occupations -- choppers, sawyers, swampers, teamsters, and blacksmiths among others. Historians have examined most of these in some detail but they have often overlooked the "land looker" or "timber cruiser." After the Civil War, "land looking" became a profession in itself, but by the early 1900s was largely a thing of the past. The *Wood County Reporter* (21 October, 1904) gave a detailed account of the passing of this occupation.

A Vanished Occupation

The timber cruiser, a familiar figure along the Wisconsin river for fifty years has become in this part almost a relic of the past. Occasionally we see one of these noble species of humanity that have come in from the northern woods after a long trip through the dense forests. We have had one or two men of this occupation here in Grand Rapids although they have spent but little time in our city of late. They are selected from a class of men especially adopted and

thoroughly schooled to this world. In the first place they must be well nigh perfect men from a physical standpoint and in the very prime of life. They must also be men of excellent judgment and thoroughly familiar with wood's craft. They must be able to locate themselves at all time, and under all circumstances, and be thoroughly familiar with the government survey. They must have an extended knowledge of timber, of different kinds and their estimate of the quantity and quality on one acre or ten thousand, must be entirely beyond guess work, and so accurate that the capitalist or the lumberman will not hesitate to pay his hundreds of thousands. We were recently on a train going west from Pembine on the Soo road and while passing through the heavy timber section the train stopped between stations and a timber cruiser about 35 years of age with a hundred pounds of baggage stepped from the hind platform. It was late in the fall and as it was raining and just getting dark it seemed like a gloomy life for a man to lead, to be left in that dense forest alone on a rainy night, but we were told by the conductor that this timber cruiser was entirely familiar with this kind of a life. That he had with him a tent and provisions for ten days' tramp in the woods. These men will carry enough provisions to last them from ten days to two weeks, which consists largely of rice, beans and bacon. In their little tent they seem to be comfortable in all kinds of weather. We have met no class of men in the Lake Superior region in the last five years that were more substantially intelligent than the timber cruiser of the great forests.

Aftermath of Peshtigo Fire

The last issue described the Peshtigo Fire but what was the region like after the fire? James McGillan, who traveled along the Peshtigo and Little Peshtigo rivers a few months

after the fire, gave the *Appleton Crescent* (27 January 1872) the following description.

...the waters in these streams has so strong a taste of lye that it is impossible to drink. It is caused by the leaching out of the ashes in the woods. The lumbermen have to melt snow to have water to drink, even where the river is a hundred feet wide.

His description of the timber for 20 miles up the river, is a hard one. He says that a great portion of the timber not actually burned is killed. He examined a large maple that was green and thrifty last summer, now is dry clear to the heart, yet the nearest fire was four rods from it.

The country is generally burned over and two-thirds of the logs gotten out will be scorched.

The Plano Mill

by W. G. Youngquist

Westboro, in northern Taylor County, was once the site of a wind-powered combination sawmill and gristmill. It was perhaps the only such sawmill in the state. We lived in a cabin only a short distance from the mill, but I was an infant at the time and have no recollections of it. Dad told me that on windy days he and others in the area would drop whatever they were doing and rush to the mill to help with the work. He said that the mill did custom sawing and grain milling for the area settlers. I have often wished that I had asked Dad for more information about the operation of the mill but I did not do so.

The summer, 1955 issue of the *Wisconsin Magazine of History* contains an interesting article about the construction of this mill written by Dolores M. George. Her greatgrandfather August H. Franck and his two sons, Walter and Henry, built

the mill which they called the Plano mill. The following information is taken from this article.

Construction of the mill began in 1901 and was completed in May, 1903. Timber frame construction with handmade mortised and tenoned joints was used for both the mill building and tower. The mill building, known as the "Shop" was 24 feet in width and 60 feet in length. The octagon-shaped tower was patterned after the latest model German windmill of 1865. The tower was 18 feet high at the center of the roof, 10 feet in diameter at the base, and 7 feet in diameter at the top. Each of the four wing blades was 13 feet in length and 7 feet in width. Each wing had ten canvas-covered and hinged door-like panels which were used to control the speed of the mill. In extremely high winds a governor caused the panel doors to open, thus relieving the pressure and keeping the mill at a governed speed.

The power head - the drive shaft on which the fan blades were mounted - was made from a 20 inch square timber, 10 feet in length. The drive from the power head consisted of a 5 foot wooden cog wheel on the fan shaft, meshing with a 32 inch pinion gear of the squirrel cage type on the vertical shaft. The pinion gear was constructed of two wooden disks with three quarter inch iron pins between them. The vertical shaft was a 10 inch timber, 24 feet in length, turning on steel pins for bearings. A 5 foot drive pulley belted to a horizontal shaft was mounted on the lower end of the vertical shaft. Power was transmitted from this line shaft to the machines in the shop.

The steering gear or "tail" was mounted at right angles on the rear of the power head. It had a 6 foot diameter wood fan with 27 blades. When the wind shifted to the side, the small fan would automatically turn the big mill to face the wind.

Normally the speed was about 40 revolutions per minute. The mill developed about 35 horsepower in a 20 to 25 mph wind.

A small photo that accompanied the article shows the mill in the background, a group of men in the foreground, a few teams of horses and small piles of logs scattered about the yard.

In a few short years the Plano mill met the fate of so many sawmills. In the fall of 1907 it burned to the ground and was not rebuilt.

The article about the Plano mill leaves many questions unanswered. Does any reader have additional information? What was the significance of the Plano name? Were there other wind powered saw mills in the state?

Recent Publications

- Larry Van Goethem, "Mel Knoke and the Sawdust Trail." *The Timber Producer* (May 1988), 44-49.

Biography of Melvin O. Knoke (b. 1907), who founded the Knoke Lumber Company of Appleton, WI and helped operate it until 1975.

More on Knoke

The above article brought to mind an article, "Life in a Lumber Camp." about Melvin Knoke written by Carolyn Kellogg for the *Appleton Post-Crescent* (25 June 1978).

When Melvin Knoke was but a babe of three months, in 1907, his father switched from butter and cheese manufacturing to lumbering. That, he told a recent meeting of the Outagamie County Historical Society, is when his diet was changed accordingly, from cheese to sawdust. He

must have like the taste, for today he will tell you, as he told the historical society, that "wood is wonderful."

Otto Knoke's first logging operations were begun at Birnamwood, Wis., and five years later were moved to nearby Hatley, where they included a new sawmill, planning mill, retail lumber yard and several logging camps.

As a boy, Mel had his own saddle horse, and was a delivery and messenger boy for the camps, which were a few miles' ride from the mill.

The camp buildings, Knoke says, were very crude, built of rough lumber and roofing paper. The sleeping quarters accommodated 30 to 50 lumberjacks. Young Mel found the air pretty blue from pipe smoke and sweaty wool clothes drying around the big pot-bellied stove. Chewing tobacco juice on the red-hot stove added to the overwhelming fragrance of the room.

At night, the men fell onto their straw or corn-husk mattresses on double-deck bunks, and "snoring in three or four languages provided slumber music.

One of the most important and best-paying jobs was that of cook. He worked 12 to 14 hours a day, 7 days a week, from the fall camp opening to the spring breakup. The food was good, hot and plentiful, and a camp with a good cook had very little labor turnover.

"A camp with a poor cook had two crews, one coming and one going," Knoke said.

He took many meals in various Knoke camps and claims that eating was not a social event. "There was no talking at the table, but plenty of dinner music from the clanging of the tin tableware, the gulping of food and slurping of hot soup, coffee or tea."

The lumberjacks worked from dawn to dark and sometimes hauled logs by the light of kerosene lanterns.

They built ice roads, six inches or a foot thick, on snowy trails sprinkled with water. Early snows and very cold weather were essential for construction of these roads from the woods to the sawmill. One team of sharp-shod workhorses could pull a load of 4,000 to 8,000 feet of logs on a rugged

sleigh, but an early thaw meant valuable timber left behind in the forest.

According to Knoke, Wisconsin led the nation in lumber production from 1900 to 1905. At first, only pine was cut, as it was light enough to float downriver. Harvesting of hardwood and trees in remote areas had to wait for the advent of the "Iron Horse."

In 1920, Otto Knoke moved his family to Appleton and built a steam-powered sawmill and planing mill in the former county fairground at the extreme western end of the city on a muddy track known as Linwood Avenue.

For the first ten years, logs were railed to the mill on the Wisconsin Northern (later sold to the Soo Line) which had just been completed from Crandon to Neenah. During the Great Depression, logging switched to Outagamie and adjacent counties.

In January of 1923, Otto Knoke died, leaving the mill to his wife, two daughters and four sons. The Knoke brothers, Elmer, Armin, Melvin and Leland, would spend their whole lives in the family business. A brother-in-law, Arthur Pahl, helped to operate a related Kaukauna industry, the Fox River Veneer Co., which burned in 1953. Another brother-in-law, Ted Holzem, ran the Appleton Lbr. & Mfg. Co.

The family enterprises at various times included raising beef cattle, planting more than 75,000 trees at Post Lake, running a realty company to buy and sell timberlands, operating a dry kiln, and building homes in the Linwood Avenue area during World War II.

A unique operation was carried out during the summers of 1950-54, when the Knoke's logged about 4 million feet of hardwood from 1,500-acre St. Martin's Island, just north of Washington Island in Lake Michigan. A rebuilt LCT (Landing Craft Tank) from the Normandy Invasion was used to transport loads of logs. To bring men and supplies to the uninhabited island, the Knoke's purchased a former Neenah police boat.

Melvin Knoke has seen many changes in the business of logging and lumbering. The camps are gone, for today timber is harvested, and replanted, by a few men with machines. Horse and ox teams have been replaced by tractors and in some cases, even helicopters.

The Knoke operations continued a family business to the end, with no fire losses except for the Kaukauna veneer plant, and no unions. In 68 years, the family manufactured an estimated 130,000,000 feet of lumber.

"My brother Armin and myself, being the surviving members of the business, decided we had enough sawdust in our blood, so in September of 1975 we jointly pulled the final curtain," Mel Knoke said.

A part of the Knoke property became Appleton's Linwood Park.

Forestry Hall of Fame

The *Milwaukee Journal* (26 February, 1989) reported that three new members had been inducted into the Forestry Hall of Fame.

Stevens Point, Wis. -- AP -- Three men who promoted forest management were inducted posthumously Friday into the Wisconsin Forestry Hall of Fame at the University of Wisconsin-Steven Point, bringing to 15 the number of members of the hall.

The new members are:

Ralph Zon, the first director of the former Lake States Forest Experiment Station in St. Paul, Minn., who influenced forestry and conservation by establishing a system of experiment stations and lobbied for laws that became the basis for many of the state's public forestry programs.

Neil H. LeMay, who spent 38 years with the old Conservation Department and the Department of Natural Resources. He is credited with keeping Wisconsin's field and forest fire problems below regional and national

averages. He co-wrote the "History of Forest Fires and Fire Control in Wisconsin" in 1952.

Frederick George Kilp, a pioneer in industrial forestry who joined Nekoosa-Edwards Paper Co. in 1924. He served on many committees, promoting reforestation, tax revisions and pest control.

The Hall of Fame is sponsored by the Wisconsin Society of American Foresters in cooperation with the Wisconsin-Michigan Timber Producers, the **Wisconsin Forest History Association**, the Wisconsin Woodland Owners Association, the U.S. Forest Service, the UW-Madison School of Natural Resources and the UW-Stevens Point College of Natural Resources.

Members in the News

Al Barden, Eagle River, has been appointed executive director of the Wisconsin Forest Productivity Council. The council is a coalition of public and private groups interested in improving the productivity of the state's privately owned non-industrial woodlands.

James Hovind, Madison, was the 1988 recipient of the John Macon Award presented by the Wisconsin Society of American Foresters for his many contributions to the forestry profession and forestry in Wisconsin.

Dean Einspahr, Appleton, **Jack Wolter**, Park Falls, and **Fred Ziemann**, Wausau, were all elected as FELLOWS in the Society of American Foresters. Election to that grade of membership is national recognition of their outstanding contributions to the forestry profession.

Larry Zernch, manager of wood procurement at the Nekoosa Packaging mill at Tomahawk, was recently promoted to Manager of Northern Woodlands at the Nekoosa Papers Corporation's mill at Port Edwards.

Log Jam on the Menominee

Despite the efforts of the lumbermen to improve the streams, few log drives made it to the boom without any problems. Year in and year out the specter of log jams loomed large. A narrow, rocky, or shallow stretch of streambed could produce a jam, which once started, could quickly pile up millions of board feet of logs and clog a river for miles. Under the byline "Log Jam Breaking Was A Majestic Sight," the *Eagle-Star* (15 July 1904) related the following about a jam on the Menominee.

Good progress is being made on the main river drive this week, the only obstacle being several bad jams which have had to be broken up. Over seven million feet of logs jammed in the river near Holmes landing Wednesday and a crew of twenty-five men was sent ahead to break it. The logs extended for three-quarters of a mile down river and in some places were piled fifteen and twenty feet high. Breaking up jams is done by experts and they usually pick out the vital spots in the big area of logs. Then the logs which are holding the others back are carefully peaved out and in a short time there is movement all over the big area of floating timber. Wednesday the men on the jam had to fly for their lives. The logs started unusually quick and were soon under way. A cracking and twisting of timbers followed that has been rarely witnessed before on the Menominee. It could be heard a mile away. Huge logs were broken in pieces and cedar timber was reduced almost to kindling wood. An eye witness states that the scene was a majestic one as the great mass of millions of feet of logs

started down the river gathering momentum every second and finally sweeping everything before it. There was a lively scurrying on the part of the crew to escape the maelstrom of water and logs but they all escaped. There is another bad jam at Grand Rapids and that will be broken up today by crew sent on in advance.

A few years earlier (26 February 1899), the same paper had a report on an unusual incident connected with a log jam on the Sturgeon River.

Over Sturgeon Falls

Mitchell Peters, a [Shawano] Indian, Rides Over Them On a Log While Drunk and Comes Out Alive

It Was a Miraculous Escape

Had Been Given Up for Dead --

Had Jumped on the Log to Cross the River

Shortly after the jam was started yesterday on the Sturgeon river, Mitchell Peters, a drunken [Shawano] Indian, went over the falls amid the rush and roar of a cataract tossed stream, carrying many million feet of logs and ice, and though it seems incredible he came out of it alive. The men of the crew had given him up for lost and thought it useless to search for his remains even.

When he showed up the next morning alive and well the drivers thought it his ghost and refused to believe their eyes until he stood in their midst. Nothing short of a miracle and a drunken man's luck saved him. He came back to camp without a bruise and only a few scratches on his hands to show for his terrible trip over the falls.

The Story

Peters went up with a driving crew under Supt. Stephenson. They went out from Vulcan to commence

work on the jam. Peters was drunk and dropped off on the way and slept for a time. It took only a few hours to get the logs moving as a crew of twenty-five men had been employed for some time in loosening the logs. They were piled up fifty and sixty feet high and when they started down over the falls the roar that then followed could be heard for miles. This awakened the inebriated Indian and he hurried down to the shore and asked Supt. Stephenson for Kaquetosh, another Indian. When the jam started most of the crew had gone across the river to save themselves. Mr. Stephenson pointed and told him across the river.

Begins the Trip

"Me go after him" said the Indian. And suiting the action to the word he jumped on a moving log and started to go across as he said. The crew on the other shore saw how foolhardy the attempt was and all began to yell at him. But to no purpose. The Indian had started and he kept on the log. It went down over the falls and he on top of it. The falls are about forty feet high and consist of two pitches and then a rapids. He was seen to keep on the log until the first pitch was passed. Then he fell into the water and was seen only once more at the bottom of the rapids when his head bobbed up in the water and disappeared. The crew thought him drowned and didn't even search for his body as the logs were coming over so fast that it was impossible to do anything in that line. That night his foolhardy attempt was discussed at the camp fires and everybody retired with the idea that there was one less Indian in the world.

Appears at Breakfast

Soon after breakfast was started an Indian was seen approaching from down river. No one thought it was him until a few of the boys jumped up and uttered exclamations of surprise. The entire crew then aroused to the situation and wagers were offered that it was his ghost. But this was soon dispelled when Mitchell Peters in the flesh walked in for something to eat, looking but little the worse for his awful descent over one of the worst falls and rapids in the entire Menominee river region.

His Clothes Torn

His clothes were torn and his hands scratched. When some one told him his coat was tattered, he ventured the suggestion that had he thought of that he would have taken his coat off. Peters says that he went over the falls and was then swept down stream about a mile, when he climbed out on the bank and went to sleep and did not awake until the next morning. He had only an indistinct remembrance of what happened because he was filled with cheap liquor. He is a big strapping fellow and has gone to work again on the drive. It is an escape that will be spoken of for years on the Menominee. The Sturgeon Falls, at the conjunction of the Sturgeon and Menominee river, is known as one of the most treacherous points in this entire river region. Three Appleton girls were carried over in a boat one time and drowned. One was a sister of Judge McGillan of this city.

Had he not been an Indian and drunk he would probably have been at the bottom of the river at the present time.

Lecture Hall Dedicated to Newman

The lecture hall in the Natural Resources Building at the University of Wisconsin-Stevens Point was dedicated Friday, Feb. 17 in memory of Professor James G. Newman.

He was a specialist in forestry and an administrator with 25 years of service to UW-SP when he died in January 1985.

Acting Chancellor Howard Thoyre dedicated the 25-seat hall, which is located on the west end of the first floor, during a 3:30 p.m. ceremony there.

Alan Haney, dean of the College of Natural Resources, gave a welcome and served as master of ceremonies. Reminis-

cences of Newman and his career were given by Daniel Trainer, recently retired dean of the college; Thomas Hayes, recently retired director of student teaching on campus; and Rick Wilke, former student of Newman and now assistant dean of the college.

A reception followed the ceremony in the lobby outside the lecture hall. Photographs and memorabilia depicting Newman's life were displayed.

Newman was the architect of UW-SP's forestry major and had a hand in planning construction of the Natural Resources Building.

A tribute to Newman that was unveiled at the ceremony and then placed on permanent display in the hall reads that his "leadership went beyond his academic discipline. As a professor active in faculty governance, he provided one of the steady hands and strong voices that helped carry the institution through a challenging era of unprecedented growth and change."

Newman graduated from Michigan State University before becoming a ranger and nature interpreter at Yellowstone National Park. He later spent two years with the U.S. Forest Service in Quincy, Calif., and Laona, Wi. He began his teaching career in 1952 at UW-SP in conservation education. He earned a master's degree from the University of Akron and a Ph.D. in forestry from Michigan State. He returned to the UW-SP faculty in 1961.

Jim was a charter member in F.H.A.W.

Information Wanted

- Diane Mauer, 8782 N. Brown County Line Road, Pulaski, WI 54162 wishes information on the following:

Peshtigo

- history of pre-fire Peshtigo (originally called Clarksville)
- tales of the Peshtigo Fire of 1871
- the post-fire rebuilding of Peshtigo
- the controversy over the establishment of the fire cemetery as a historical landmark

Paudus

- anything on the history of this lumber town
- Randall Rohe, UWC-Waukesha, 1500 University Drive, Waukesha, WI 53188
 - material, especially photos, on lumber company farms in the Great Lakes region.

Annual Auction

As a part of our annual meeting, we will have our second Annual auction of logging and lumbering memorabilia. Donations of artifacts, books, post cards, photos, relics, lumber company tokens, etc. are all welcome. Remember that donations are tax-deductible and they can really help improve our financial situation. Please contact the editor or Frank Fixmer as soon as possible if you have items to contribute. This year we'd like to have advance viewing before the auction and send out a list of auction items with the annual meeting

material. If anyone can suggest persons who might be willing to donate items, please contact the editor.

Sawdust to Chicago

During the early years, the sawmills produced an enormous amount of waste that had to be disposed of. At first sawdust and other waste was generally just dumped into the stream on which the mill stood, used to fill nearby lowlands or to pave the streets of the mill town. Later they provided fuel to help run the steam boilers in many mills. In 1897 (October 20), the *Eagle* even mentioned the shipping of sawdust to a Chicago firm that used it in the manufacture of tile roofing and flooring.

Most of the waste product from the mills, even to the sawdust, is now put to some use. The cull blocks and boards are used in making matches and barrel staves.

Not until this year was the sawdust marketable except for local consumption, in making roads, banking houses and other such work. But now it is shipped to Chicago by water just as lumber is.

The schooner *Magdalena* has been carrying the commodity all season. It was furnished by the Marinette Lumber Co. and the total sent out this season is nearly two thousand cords. The sawdust was shipped to the Illinois Terra Cotta Co. which uses it in making tile roofing and flooring. The sawdust is mixed with the clay or other material during the molding process and then burned out. In this way a product much lighter than the common tile is obtained and the quality it said to be as good.

The sawdust is loaded on the *Magdalena* from the dump carts and the cargo usually consisted of the hold full and deck piled high with it. The shipments will continue until next year.

Welcome New Members

Phil Bruehler, Carol Stream, Il.
James Coughlin, Winneconne, Wi.
B. M. Kelly, Janesville, Wi.
Joseph Kuczynski, Wausau, WI.
Gary Ludwig, Neenah, Wi.
Jean Mihalko, Crandon, Wi.
Daniel Ory, Pelican Lake, Wi.
Robert Shoeneman, Minocqua, Wi.

In Memoriam

John "Wes" White; 1910-1989

"Wes" White, a charter member of F.H.A.W., died on April 9, 1989, at his home in Eagle River, Wi. He was a land examiner and appraiser with the U.S. Forest Service. His career began in 1929 when he served with an acquisition crew that mapped and cruised tax delinquent lands in the Moquah, Flambeau and Oneida purchase units which later became integral parts of the Chequamegon and Nicolet National Forests.

White's tenure in lands work on the Nicolet N.F. continued until 1941, when he began service with the War Department on the acquisition of ordinance sites, and later on land-leasing projects, in several southwestern states. After the war, he transferred to the Superior National Forest. His

interest in Forest Service history was evidenced by his considerable collection of reminiscences, photos, oral interview tapes and other material on the early beginnings of Wisconsin's two national forests.

L.J. "Mark" Markwardt; 1890 - 1988

Belated acknowledgement is made of the death of "Mark" Markwardt on November 3, 1988. A civil engineering graduate of the University of Wisconsin, Markwardt served as a research engineer, assistant chief and chief of the U.S. Forest Products Laboratory's Division of Wood Engineering. He became Assistant Director in 1943 and retired in 1959 after a 46-year career, but remained active as a consultant for several forest products firms and as a volunteer researcher at the Forest Products Laboratory.

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

Committee Chairmen 1988-1989

**1989 Annual Meeting
Karl Baumann**

**Distinguished Service Award
Frank M. Fixmer**

**Publicity
Russell Roberts**

**Student Awards
John Saemann
Mike Sohasky**

**Annual Proceedings
Randall Rohe**

**Newsletter
Randall Rohe**



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



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