



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

Vol. XII - No. 5 - November 1988

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

Our Thirteenth Annual Meeting, held September 30-October 1 at Shawano, WI., proved quite successful. The field trip to the Menominee Logging Camp Museum, which houses one of the finest collections of logging relics and artifacts in the entire country, especially impressed many members. Another highlight of the meeting was the keynote address by Robert Hendricks, President, Tigerton Lumber Company. His slide illustrated presentation detailed the 100 year history of Tigerton Lumber.

A new addition to the annual meeting this year was an auction of books, relics, artifacts, and other memorabilia related to forest history. At the suggestion of member Larry Easton, the Board of Directors decided to try an auction on a small scale to raise capital funds for the association. It turned out better than expected. Our thanks to Karl Baumann who did an excellent job as auctioneer. An even better and bigger auction is planned for next year. We urge members to consider donating forest history related items for next year's auction. Such donations, of course, are tax deductible and can really help alleviate the financial difficulties of the association.

At the awards banquet the association awarded its annual scholarship to Lee Bialozynski, a student in forestry at U.W. Steven Point, and presented its distinguished service award to an organization to the Marathon County Historical Society and its distinguished service award to an individual to W. G. Youngquist. Joyce Bant, Prentice and Mike Sohasky, Antigo replaced Walt Goldsworthy and Randall Rohe on the Board of Directors.

Randall Rohe, Editor

Welcome New Members

Jack Halbrehder, Sparta, WI
Dr. Alan Haney, Stevens Point, WI
Orton Henning, Shawano, WI
Barry L. MacLean, Mundelein, ILL
Diane C. Mauer, Pulaski, WI
Samuel Radcliffe, Milwaukee, WI
Patricia Saemann, Florence, WI

November Board Meeting Highlights

Resolution adopted expressing deep appreciation of the Board, and on behalf of the entire membership, to the retiring directors, Randall Rohe and Walt Goldsworthy for services rendered during their tenure in office toward promoting the objectives of the Association.

Welcomed new directors Joyce Bant of Prentice and Mike Sohasky of Antigo; Joyce is a very active member of the Price County Historical Society; Mike is county forest administrator for Langlade County.

The annual student scholarship award of \$200 will hereafter be supplemented with a free one-year membership in the Association to encourage continued participation in the Association's programs and activities.

Decided to hold the 1989 annual members meeting in the Marinette-Peshtigo area, tentatively set for October 6-7, 1989.

A Town in Transition

On September 25, the Drummond Chapter of the Bayfield County Historical Society officially opened its newest exhibit, "Drummond: Life In A Company Town," with a special program, "A Town In Transition." The program included paper presentations on "The New Deal in Wisconsin-Federal Programs That Affected Drummond," "Reflections on Change, The End of the Company Town Era," and a slide presentation on Drummond's fifty years as a company town.

43rd Logging Congress Huge Success

The Timber Producers Association of Wisconsin-Michigan once again outscored the Green Bay Packers as an attraction during its 43rd annual Logging Congress held September 8-10 at Green Bay.

As in previous years, tens of thousands came to the three-day event to view the exhibits, demonstrations and competitions put on by timber producers, equipment suppliers and other segments of the forest industry.

The Forest History Association's display booth also drew the attention of visitors. The exhibit was assembled and manned by Association secretary-treasurer Frank Fixmer, who developed a case of laryngitis as a result of constant conversations with spectators who stopped by. Welcome relief was provided from time to time by members Karl Baumann and Christy Hauge.

Logging Wheels

Bob Brisson provided the following article from the *Michigan Natural Resources Register*, June 1988. Although it deals with the lumbering history of Michigan, I'm sure many F.H.A.W. members will find it of interest.

Popular Logging Wheels Restored at Park

The set of big logging wheels so familiar to Interlochen State Park visitors over the years has been restored and was put back in place for public viewing in April.

Six members of the Michigan Civilian Conservation Corps (MCCC) and a member of the Green Thumb Program reconstructed the Michigan logging wheels, used to transport huge timbers during the turn-of-the-century lumber era.

The 10-foot-high wheels had been sitting in a field, a special attraction to children at the park. Park Manager Howard Meadowcroft became concerned that the gigantic, weather-beaten wheels might collapse, were potentially hazardous, and must be repaired. After the wheels were removed from the field, Meadowcroft was surprised at the number of park visitors who inquired about them, indicating the "big wheels" were an integral part of the park.

"The project has real historical significance," he said. "Logging wheels made logging in summer possible, for the first time enabling sawmills to run all year long. Before their invention, logging was confined to the months when oxen or horses could pull log-piled sleds over snow and ice. The logging wheels could travel the roughest of forest terrain that no other wheeled vehicles could master."

Logging wheels were invented by blacksmith Silas C. Overpack in Manistee, Michigan during the late 1870s. These wheels have a 6 x 1/2-inch tire, 19 x 20-

inch hubs, 18 spokes and a 16-foot tongue. Special wood was used for each part. A set of the wheels could carry up to 4,000 feet of stacked logs -- 12 to 100 feet in length -- in one load. Overpack always painted his wheels red.

Park officials are not sure how long the Overpack wheels may have been standing in the park's field. Over the years, some of the original wood had been replaced, but the wheels still contained many of the original parts from 100 years ago and much of the original wood. The MCCC'ers took apart the wheels and salvaged as much as they could, including all of the original metal. Most of the wood had to be replaced, but a hub from one of the wheels was salvaged. MCCC crew leader Bill Wilson spent approximately 150 hours constructing the other hub. Albert Campeau, an 83-year-old man who works at the park through the Green Thumb Program, completely rebuilt the axle and 16-foot tongue.

"Another important aspect of this project is that it brought together two different generations of people to work side-by-side," Meadowcroft said. "Both the MCCC'ers and the Green Thumb volunteer had their own special reasons to be concerned with the project. Mr. Campeau's father was a teamster during the big wheels era and operated them. For him, the reconstruction of the wheels was like piecing together a part of his father's life. The MCCC'ers helped recreate a time period that is hard for them to imagine."

For more on "Big Wheels" see Roy M. Overpack, "The Michigan Logging Wheels," *Michigan History*, (June, 1951) 35:222-225.

Life of a Lumberjack

The *Antigo Journal*, January 24, 1929, contained an interesting story about a young farm boy who thought he'd give the life of a lumberjack a try.

Loses Desire for Life of Lumberjack Sheboygan Boy Wanted to Work in Camps Until He Tried it Near Here

A boy of about eighteen years of age, who police said acted and appeared as though he had not been away from home before, came to Langlade county in search of work in a lumber camp. He said he knew all about lumber camps, that the work was easy and a day's work lasted only ten hours. He was enthusiastic about getting to work immediately.

At about 5:00 o'clock yesterday afternoon, the young man presented himself at the Antigo police station and asked for night's lodging. The police asked him a few questions as they do all who ask for lodging. The boy told police his home was in Sheboygan. His clothes did not lead the police to believe he was equipped for a job in the woods. He wore oxfords, gray spats and cream colored trousers. After asking him a few more questions, the police called the chief of police at Sheboygan, where it was learned that the boy was wanted at his home. Sheboygan police got in touch with the boy's parents, who wired money to Antigo so that their son could return home. He left on a train last night. He had lost all desire to go into a northern Wisconsin lumber camp.

Ghost Towns in Price County

Joyce Bant presented a slide show on ghost towns in Price County for last year's annual meeting of the Price County

Historical Society. She has graciously provided *Chips & Sawdust* with a capsule history of each of these towns.

Coolidge -- Located south of Fifield. In 1891 it consisted of two stores, a boarding house and three dwellings with a post office (1883-1892) and a saw and planing mill operated by Messrs. Boyington and Atwell of Stevens Point. It was built by W. H. Coolidge in 1884 and owned by the Coolidge Lumber Company. It was one of the largest pine lumber mills in Price County and produced 80,000,000 board feet of lumber from 1884 - 1891.

Cottonwood -- A log loading station on the Soo Line a short distance west of Highway D in Brantwood.

Diamond -- The site for a village adjoining Prentice. It was surveyed and platted in May 1886 but nothing further was done. Prentice had been surveyed, platted and recorded May 24, 1884. It was accessible only by railroad and was a breeding place for gamblers and "toughs."

Graywood -- Located on the Lincoln County line south of Highway 86. The community centered around the Olson - Johnson Mill. The Johnsons had a store and post office (1906 - 07) in their home.

LaFont -- A log loading station located four miles east of the village of Prentice on the Soo Line. It was located straight south of where Chicago Avenue joins Highway 8. There was a long, log cabin with a kitchen at one end and bunks in the east end. There was also a log barn that held three or four teams of horses. It served the logging camps in the area and the logs were shipped to Rhinelander. The sawmill in Rhinelander kept a log scaler at the LaFont camp. Frank Daily also stayed at the camp because he ran the steam loader. His wife cooked for the crew.

Malden -- A settlement on the Wisconsin Central Railroad before Prentice was settled. It is shown on an 1883 map along

with Ogema, Spirit, Worcester, Phillips, Wauboo, Coolidge, Fifield and Flambeau Station which were all of the towns in Price County at the time. It was located a few miles south of Prentice.

Morrison -- In 1891 Morrison and Catawba were simply log loading stations on the Soo Line. Morrison never developed beyond that.

North Fork Crossing-- According to an 1881 history of Price County the first school organized was in Phillips on June 11, 1877. The second and third schools organized were in Fifield and North Fork Crossing on June 18, 1877, and a school was built in Ogema that same year. Is North Fork with a post office in 1908 - 09 the same?

Pennington -- Located about five miles west of Prentice on the Soo Line. It had a water tower, railroad workshop and turntable. It had a depot that was moved to Prentice in 1908 when the old depot there was torn down. Another smaller depot was built in Pennington. The railroad owned and operated the Soo Line Hotel. It supplied the town with an eating house, a grocery store, a post office (called Melrue 1893 - 1895, changed to Pennington 1899 - 1914), a general merchandise store and a school. In 1900 there were 200 people living in and around Pennington. There was a half mile of board sidewalks and an equally long sewer system with man-holes every 300 feet. The first sawmill was the Krueger mill which was bought out by the Ovans family. There was another mill owned by a man named Prestone. The big Upham mill was located five miles south of Pennington.

Spirit -- Located in southeastern Price County along the Military Road. The oldest ghost town (or settlement) in Price County. A history of Price County written in 1881 states there were two sawmills operating in Price County when the history was written. One was the D. M. Holmes sawmill at Ogema and

the other was the Adams Mill located ten miles east of Ogema in Spirit. The first white settler in Price County was Major Isaac Stone who located there in the fall of 1860. Land transactions located in the Register of Deeds office indicate that land in close proximity of Adams Mill was deeded to a school which would be the first operating in Price County although not formally organized. Spirit had a post office from 1880 -81 and again from 1895 -1939.

Wauboo -- A side track located between Phillips and Coolidge which was used as a base for supplies for a logging camp located in close proximity to it. It had a post office from 1882 -1883.

Willis -- A log loading station (side track) on the Soo Line located a short distance east of Highway D in Brantwood. Willis was named after the railroad surveyor who located the line through the area in 1886. The Knox Brothers planned for a town there. The railroad built a depot there which was later moved to Brantwood. They hoped for a post office as the closest one was at Ogema. The Knox Brothers talked of building a sawmill and a grist mill to serve the farming community to the south. Before they could act on their plans the Olson Johnson sawmill and gristmill was built in the Spirit community (and became known as Greywood) thus squelching all hopes of developing Willis as the population in 1886 wasn't large enough to support another mill. William Knox later developed Knox Mills.

Worcester -- Located north of Prentice on the WCRR. Also known as Station 101. The WCRR was started in Menasha in the spring 1871 and built through to Stevens Point that summer. From there it continued north until the fall of 1873 when it reached Worcester which was 101 miles north of Stevens Point. Its terminus rested at this point. During that time a village plat was surveyed and two stores and two hotels were es-

tablished. In 1876 the railroad built through to Ashland. Upon completion of the road the inhabitants moved. Another history written in 1891 called Worcester a log station with a general store and a post office established in 1883. The post office closed in 1913. During the logging boom of the 1920's J. B. Spear operated a mill there with a cut of 25,000 feet of logs.

NOTE: Log loading stations, or side tracks, were very active. an example is Driscoll (also apparently known as Driscoll Spur). It was located about six miles east of Prentice on the Soo Line about where it intersects with Venison Road. A post office was located there only in 1901.

Editor's Note: Joyce has written a detailed history of one Price County ghost town, Knox Mills and presented a paper on the rise and decline of that town at our 11th annual meeting.

Steam Haulers

Transportation represented a key factor in the process of logging. After a tree was felled, limbed, and bucked, "the transportation factor was the main, if not the only, element in lumbering until the actual milling process was begun." Lumbermen never stopped trying to invent new ways to get the logs from the woods to the mill. As early as the late 1880s, experiments with steam-powered traction engines began in Wisconsin. These efforts proved largely fruitless until the early 1900s. The Phoenix Manufacturing Co. of Eau Claire introduced a dependable centipede log hauler in 1903. The greatest use of the steam hauler occurred from about 1908 to 1920. The *Antigo Journal*, February 13, 1914, described in some detail the Kellogg Lumber Company's use of a steam hauler.

Steam Caterpillar Moving Huge Loads Tractor of Kellogg Company Hauling Eighty Thousand Feet of Logs Daily

Approximately eighty thousand feet of logs are being hauled daily to the mill of the Antigo Hoop and Stave Company from the camp of the Kellogg Company twelve miles northeast of the city by the steam caterpillar tractor. The average train consists of ten or eleven sleighs although as many as thirteen have been drawn. The tractor makes two trips each day, arriving in Antigo between ten and eleven in the morning, and four and five o'clock in the afternoon. Each sleigh is piled as high as a railway car and carries about four thousand feet. The average freight car has a load of about six thousand feet although some do not carry more than four.

So powerful is the tractor that if the sleighs freeze fast in their tracks and it is not backed against the bunting poles to loosen them, hugh links as large around as a man's thumb will be snapped off like so much pack thread. The engine develops one hundred horse-power, but the tractive effort is much greater because of the gearing. A four horse team can not move one of the loaded sleighs it draws, and it is about all one team can do to draw an empty sleigh. One runner is a heavy load for two men. Two crews of about fifteen men each operating log jammers are kept busy loading the empty sleighs at the camp.

The crew of the log trains consists of an engineer, firemen, steersman, and conductor. The work of the steersman is exacting and calls for the exercise of great skill and caution as the hugh sleighs moving at six miles an hour lurch and slide to a dangerous extent. In case a chain or coupling connection breaks it is necessary for the conductor to have the train brought to a prompt stop as on a grade serious consequences may follow.

At present about a million feet of logs are being delivered every week to the mill in Antigo and that of the Kellogg Company in Polar. Logs are being

shipped by train from Kempster to Polar and farmers haul in a about a hundred loads a day. At Bryant logs are being decked near a siding for summer shipment. This is done because of the difficulty in obtaining sufficient cars.

Haney Replaces Trainer at U.W.S.P.

Alan Haney, a specialist in forestry and 1986 winner of the Outstanding Teacher-Scientist Award for the Southern Appalachian Region, is the new dean of natural resources at the University of Wisconsin-Stevens Point.

He assumed his duties August 15, succeeding Daniel Trainer who retired after 17 years in the position.

The appointment of Haney was made by Howard Thoyre, vice chancellor for academic affairs after a search and screen committee headed by Professor Milo Harpstead considered 28 applications. Thoyre said Haney's interests and background "fit well" with the integrated resource management approach in the College of Natural Resources curriculum. In addition, the new dean's thinking is, according to Thoyre, in tandem with the current philosophy of the faculty that the college maintain a "clear, unmistakable commitment" to meeting the needs of students.

Haney has spent the past 11 years at Warren Wilson College, a small liberal arts institution in Swannanoa, N.C. Besides teaching courses in biology and environmental studies there, he has chaired its division of natural sciences and mathematics and department of biology and served as manager of the college forest.

A native of Portsmouth, Ohio, Haney is 46 and the holder of a bachelor's degree from Ohio State University, a master

of forestry degree from Yale University and a Ph.D. from New York University College of Forestry and Environmental Studies. He spent nine years at the University of Illinois at Urbana, rising to the rank of associate professor of botany, before joining Warren Wilson College.

He has been an active researcher including studies on the effects of pesticides, forest fires, and logging on bird populations. Many of his projects have been done in the Great Lakes Region. Dean Haney recently became a member of F.H.A.W.

Editor's Note: My thanks to John Anderson, Office of News and Publications, U.W.S.P. for the foregoing information.

Mid-Continent Acquires Shay

Logging railroads and Shays were common in northern Wisconsin when the lumber industry was in its prime. Even the Milwaukee Road had two Shays in the state. Ephraim Shay, owner of a saw mill in Haring, Michigan, designed the Shay geared locomotive in the winter of 1873-74. Lima and predecessor companies built 2,761 of the geared locomotives from 1880 to 1945.

A significant addition to Mid-Continent Railway Historical Society's collection -- a 36-ton, two-truck Shay locomotive -- has strong ties to railroad logging in Wisconsin.

Goodman Lumber Co. no. 9 was built by the Lima (Ohio) Locomotive Works (shop no. 2143) March 11, 1909, as the lumber company was completing a new mill at Goodman, Wis.

No. 9 was included in an order for three Shay locomotives from Sawyer Goodman Co., Marinette. No. 9 was delivered to Goodman, the other two locomotives to Marinette. It's not

known when ownership was formally transferred to Goodman Lumber.

No. 9 worked on the Goodman Lumber Co.'s private logging railroad until the main line was taken up in 1939. Later, it switched cars around the mill until replaced by a Whitcomb. The Goodman family sold the mill in 1955, and in 1956 no. 9 went to Historyland at Hayward, Wis., on a flatbed truck. It was on display there until Historyland closed. It was unloaded at North Freedom July 27 and became part of the Mid-Continent Historical Society's collection.

Mid-Continent's scheduled weekend trains are at 10:30, 12:30, 2, and 3:30, Saturday and Sunday. For more information call or write Mid-Continent, P. O. Box 55, North Freedom, Wis. 53951, 608/522-4261.

The Tilleda Sawmill and Dam

Between 1850 and 1873 the Wisconsin legislature passed 176 acts authorizing the building of various dams in the state. Many of these dams impounded a stream to provide a mill pond for the holding of logs. After the end of lumbering, many of the dams and most of the sawmills were abandoned and gradually disappeared or were purposely removed. Each year the number of surviving mills and mill dams grows less. Recently the *Appleton Post Crescent* (July 16, 1988) ran an article by David Horst on the efforts to save one of them.

TILLEDADA -- A century ago there would have been saw logs floating down the north branch of the Embarrass River.

They would be lifted from the water by a chain conveyor and sent over the wooden rollers toward the main saw, powered by the river itself through a network of cloth belts and wood gears and pulleys.

Today the mill is still, except for the occasional tourist treading over its well-worn floor boards. The noise is outside at the dam.

The dam, a crumbling structure of cement and river rock, has come under the close scrutiny of the Department of Natural Resources, which is close to issuing an order that it be repaired or removed.

Residents of the area have banded together to save the dam.

The dam holds back enough of the Embarrass to form a pond a mile long. It is built atop a natural ledge at the start of a gentle rapids which cascades through the Tilleda Falls Campground.

Al and Merriel Niles own the mill and dam as part of their 12.5 acre campground.

No engineering study of the dam has been done at this point, but an eyeball estimate obtained by the dam's owners puts the reconstruction cost at \$75,000-\$100,000. The repair costs involved are more than their business could recover, Mrs. Niles said during a tour of the mill Thursday. But she and her husband are willing to sell the dam to the town for \$1 because it is in a better position to get state funds for the renovation.

They describe the mill, built in 1878, as the last remaining water-powered sawmill in Wisconsin.

Mrs. Niles said the sketchy history assembled so far includes the mill having been a stop on a stagecoach route and part of a string of mills along the river. A bridge that had been a short distance downstream was ordered built by President Abraham Lincoln during the Civil War in order to move potatoes to the union troops. The bridge was wiped out when the dam gave way under pressure from a big storm in 1912.

The mill, while it has most of its original equipment, has not operated since the early 1950s. A submerged turbine, hauled from Appleton in a seven-day journey by ox-drawn wagon, powered the mill. Logs harvested

up river were ripped, planed and then cut into slab wood and dumped into horse-drawn wagons below.

Jack Parent, assistant state dam safety engineer with the DNR, checked the Tilleda dam in mid-May and describes it as being in "extremely unsafe condition."

Parent and another engineer are responsible for inspecting about 1,000 "large" dams in the state on a 10-year rotation. Dams fit that category if there is a vertical drop of at least six feet from the top of the dam to the stream below and more than 50 acre-feet of water (the equivalent of water one foot deep covering 50 acres). There are another 3,000 smaller dams in the state and 100 larger dams regulated by the federal government.

Parent said in his travels he has not come across another water-powered sawmill.

Residents hope to seize upon that to make the dam and mill into a historic preservation project. The Nileses looked into restoration through the Wisconsin Historical Society, but found they would have to front the money for the renovation and then seek matching state funds.

"If we can get this thing on the historic register, then we can get our feet in the door," Dubsik said.

State Rep. Cathy Zueske, R-Shawno, plans to bring to bear on the DNR a provision passed in the last legislative session which requires all state agencies to consider historic preservation in their actions. Working with Rep. John Volk, D-Wabeno, Zueske hopes to get the attention of the Wisconsin Historical Society and DNR Secretary Carroll "Buzz" Besadney, and to seek state funding.

Hopefully, these efforts will prove successful and the Tilleda dam and sawmill will be saved for future generations. It seems almost incomprehensible that given the importance of sawmilling to the settlement and development of Wisconsin, the state has not seen fit to preserve such a site.

"Tin Lizzie Loggers"

Few would disagree with the statement that the automobile has had an extraordinary potent influence on this country. Not many people realize, however, that its influence even spread to the logging camps of northern Wisconsin. Frank Fixmer provided the following note that appeared in the *Merrill Herald*, November, 1925.

Tin Lizzie Loggers

This is the newest plague (to hit) northern Wisconsin lumbermen. It consists of lumberjacks who have acquired autos of uncertain age and usefulness and use them to seek the "bright lights" and sources of moonshine over the weekend. According to camp bosses only a fraction of them can be depended upon to return to work once they leave camp, and when they do stagger into their bunkhouses, it takes them days to recover. In some camps, notices have been posted to the effect that men who do not expect to return to work Monday had better call for their pay Saturday, for they will find another in their place come Monday.

Raising Deadheads

Perhaps nothing signalled the end of the lumber era in Wisconsin more graphically than the various attempts to raise deadheads from some of the major logging streams in the early years of this century. Every log drive lost some logs that water-logged and sank. As long as they were not exposed to the air they did not rot. One of the last activities of the boom companies before they closed their operations was the raising and rafting of deadheads. In other cases, individual parties organized companies for the express purpose of raising dead-

heads. The *Ashland News* (March 14, 1904) related the organization of several such companies.

To Organize a Company

It is reported that a local company will soon be organized to explore Fish Creek and its branches for logs which have sunk to the bottom of that stream during the many seasons when millions of feet of timber were floated down to the bay over its waters. Logs which lumbermen would not even deign to look at five years ago would now be eagerly taken by the same lumbermen, owing to the scarcity of timber in this region. A well known lumberman estimates that there are several million feet of logs to be found at the bottom of Fish Creek and along its banks and as these logs are in a good sound condition they would easily bring \$15 a thousand foot. He states that he is willing to take stock in the new company as it would certainly be a money maker.

A similar project is under consideration with Duluth lumbermen concerning which the News Tribune has the following to say:

"The bed of the Nemadji river is generally paved with money or its equivalent. Millions of feet of lumber are yet to be sawed from logs which have sunk between one end of the river and the other. Many times workmen who have occasion to drive piles in the river above come in contact with the logs.

"It is estimated that the logs would be worth fully \$15 a thousand feet. They are as good as any for lumber and could lie for years in the bed of the river without being damaged. Many of them are of great size, in fact, among the largest ever floated down the stream.

"The only question confronting the proposed company is whether we would have any right to the logs after we brought them to the surface. They bear the private mark of many owners and the latter might come along and claim them. Many of the former companies owning them are long since out of business.

"It is estimated that in running the logs down the stream fully 5 or 10 per cent were lost and this percentage has been even greater the past few years. This statement may seem queer, but the fact is due to the amount of Norway which has been cut and which sinks quicker on account of its increased weight."

The raising of deadheads lasted until the 1950s on some streams in the Great Lakes region. An interesting article on the subject is Byron W. Dalrymple's, "A Fortune in Fishing for Logs," *Argosy*, March, 1949, pp 58-60, 73.

Recent Publications

- "Recollections," *Voyageur* (Summer/Fall 1988) 5:35-40 Illustrated. Unedited excerpts from J. L. Whitehouse's manuscript, "A History of the Wolf River and Its Pioneers" written in 1947-1949. They deal mostly with the lumbering history of the area.
- "Lumberjacks and Lumber Camps In the Menominee Pinery." by Carl Krog. *Voyageur* (Summer/Fall 1988) 5:26-30 Illustrated. Discusses such topics as wages, working and living conditions, food, illness, accidents, and health care and recreation in the logging camps of the Menominee River area.

Library Acquisitions

William F. Thompson, *The History of Wisconsin Volume VI Continuity and Change, 1940-1965* (Madison State Historical Society of Wisconsin, 1988) donated by the State Historical Society of Wisconsin.

The first three volumes of the *History of Wisconsin*, carrying the story to 1893, have already been published. In this volume, William F. Thompson, general editor of the series, jumps

ahead in chronological order to analyze the period from 1940-1965. Forest history, conservation, lumbering and related topics go practically unmentioned. Only papermaking receives more than a brief mention, and that covers less than four pages of text.

Dunbar Remembered, 1888-1988 by the Dunbar Centennial Book Committee (Dunbar: Dunbar Centennial Committee, 1987) donated by John Saemann. This book was reviewed in "Chips & Sawdust," Vol. XI, February, 1988.

Donation of Paper Needed

We could reduce the cost of publishing "Chips and Sawdust" and the *Annual Proceedings* if we could secure a donation of paper for the text and/or cover of these publications. Any member with connections to the paper industry is encouraged to secure such a donation. We need paper of equal or better quality than that now used. Any donations, of course, will be properly acknowledged in the appropriate publication.

Members in the News

Among the newly-elected officers for the Wisconsin Forest Productivity Council were **Lloyd Godell**, manager of fiber procurement at James River Corporation, Green Bay, named chairman of the council, and **Thomas Schmidt**, president of the Wisconsin Paper Council, elected as secretary.

Randall Rohe, UW-Waukesha, presented a paper, "Myths & Realities: Life in Wisconsin's Boom & Bust Lumber Towns" at the Wisconsin and Its Region Conference in La Crosse, October 28-29.

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

Nonprofit
Organization
U. S. POSTAGE
PAID
Mosinee, Wis.
Permit No. 26