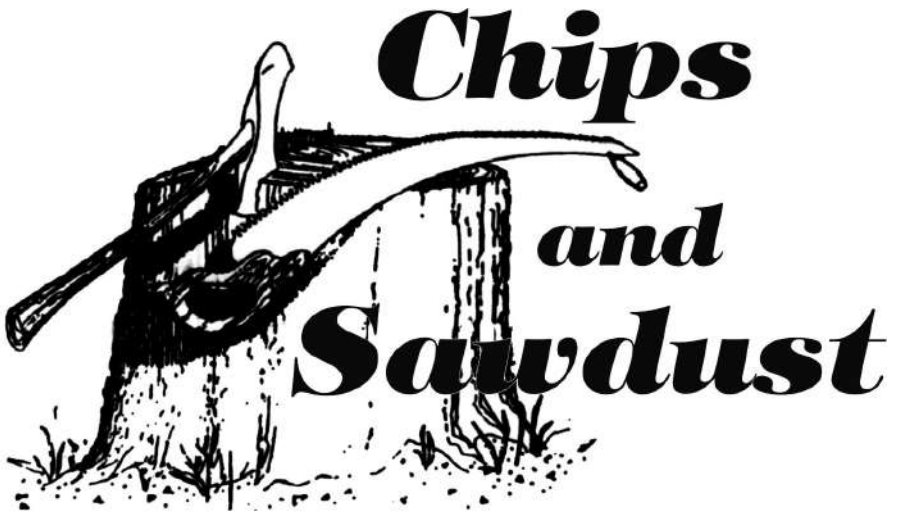


Volume 47

Number 1



A quarterly newsletter from the

**Forest History
Association of Wisconsin, Inc.**

P.O. Box 186
Bangor, WI 54614

Spring 2022

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**Please note our new
Mailing Address:**

*Forest History
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P.O. Box 186
Bangor, WI 54614*

Membership Renewal Notice is in the US Mail

Membership dues in the FHW for fiscal year 2023 are due July 1.

Individual dues are \$20.00 per year
Family membership \$30.00 per year
Corporate membership: \$55.00 per year
Non profit membership: \$30.00 per year
Student membership: \$10.00 per year
Life membership: \$250.00 (onetime payment)

Thank You for your continued support of our mission to ...
Inform, Educate, Archive and Publish

Chips and Sawdust

Volume 47, Number 1

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*Dedicated to the discovery,
interpretation, and preservation
of the forest history legacy of the
State of Wisconsin*

From The President's Chair



Greetings!

Last fall it was exciting to see that the story of Wisconsin's forests has had a much longer timeline than we have thought. The story involved many organizations in rescuing an ancient oak canoe from a Madison area lake, this canoe was constructed by Native Americans 1,200 years ago. This clearly demonstrates that the forests of this state have been very important to people and that humans have harvested and modified these forest products to meet their needs for a long, long time!

It is fascinating to think that the Native Americans created the canoe by using a large white oak and hollowing it out, as I sit here on a cold February day, I can only imagine how difficult that would be. Adding to the difficulty is the selection of an oak tree for a canoe, oak is a very dense wood and does not float well, however this tree may have been a blown down tree right along a lakeshore so it was chosen or was it a standing tree? We may never know the answer to these kinds of questions.

Once an oak tree was selected a long process was begun, first, like loggers today they had to fell the tree, how could they have done this? With a stone axe such as we see in museums? As I envision that idea I really must wonder if that was possible. Or did they fell the tree by starting a fire at the base and burning it off? Again, this seems extremely difficult and extremely time consuming. So right from the start we have a mystery for investigators to solve as time goes by.

A second major step in the process of creating a canoe is hollowing out a portion of it for people to sit in. Did they do it by a patient process of putting coals from a fire on it and then keeping a slow fire going for many days followed by chipping away the wood and ashes after the fire dies out. This would require repeated application of hot ashes or staying near the canoe and continuing to add wood to keep the fire going while slowly eating the wood out of the oak log.

As the canoe is examined and as archeologists dig for answers to these questions of history, we can hope to get a closer to understanding the who, why and how of this interesting historical find. For now, we can see connections with this and many other Native American uses of trees which have continued through time to create the beginning of Wisconsin's forest history!

We will be watching closely as the Wisconsin Historical Society and the Wisconsin Archaeological Society dig through these mysteries in hopes of providing you with the latest findings on our forest history.

In the meantime consider the question, were Native Americans Wisconsin's first loggers?

Ed Forrester

Scuba divers thought it was just a log in a lake. Turns out they discovered a 1,200-year-old canoe

On a brisk Tuesday at Lake Mendota in Madison, Wisconsin, maritime archaeologists, scuba divers, and residents of the Spring Harbor neighborhood stood in the cold as a canoe was brought to shore. But this was not just any racing or touring canoe -- it dates back more than 1,200 years.

After days of planning the best way to raise the dugout canoe, teams of divers re-joined as the canoe was laid down on the shore safely. According to Jim Skibo, Wisconsin's state archaeologist, the "remarkable" discovery was "something I've never found in my career."

"Archaeologists are used to digging up things like broken pieces of stone tools, or pottery or metal artifacts, things that are not organic, so to find something that was organic... it's important to find something like that occasionally."

(to read the full article, go to: <https://www.cnn.com/2021/11/05/us/canoe-wisconsin-lake-mendota-scn-trnd/index.html>)



Joe Hermolin Joins the FHAW Board

Joe Hermolin worked at the University of Wisconsin-Madison for many years in the Department of Biomolecular Chemistry in the Medical School. In retirement he moved to rural Langlade County and developed an interest in the region's history. He currently serves as president of the Langlade County Historical Society and is a member of the Wisconsin Local History Council. His primary interest is archiving the museum's photograph and document collection and making it available online.

Joe is a member of our Archives Committee and a past FHAW Annual Conference presenter.

On behalf of the membership welcome to the board Joe!

Looking For a Few Good Members

With the recent approval of an expanded board of directors; an increase from 10 to 12 members, there are vacant board positions to be filled. The current board membership represents a diverse group of individuals working to advance the Association's mission to inform, educate, archive and publish stories about Wisconsin forests. Much has been accomplished recently, but opportunities exist to accomplish even more. Can you help?

If you'd consider joining the board of directors, or a committee, reach out to a board member for a one-on-one conversation about expectations, commitments and benefits of more actively participating in the organization!

UWSP Intern Begins Modernization of FHAW Archives

During Second Semester of the 2021-22 School Year at the University of Wisconsin – Stevens Point, FHAW supported an internship within the College of Humanities and Global Studies. Emily Stanislawski, an Undergraduate Senior, majoring in History and Political Science worked to archive and develop ‘finding aids’ on a number of archival ‘accessions’ that the Association has delivered to the University in the last few years.

Initial work was directed to resources on the Peshtigo Fire, a subject that was the focus of the Association’s 2021 Fall Conference. Emily developed a 10 page ‘finding aid’ which describes and locates a wide range of both paper and digital resources on the 1871 Wisconsin Disaster for future researchers. While many of these resources had been at the University awaiting action, some new digital resources were located and are now accessible via the finding aid.

On completion of the work on this historic fire, the focus of work shifted to organizing, archiving and digitizing the records of individuals in the Wisconsin Forestry Hall of Fame Collection. Over the course of the last 10 years or so, a variety of sources have donated historic records for; EM Griffith, Wisconsin’s First State Forester, Fred Wilson, a member of the 1911 hire group of 12 Forest Rangers, and the man who came to be Acting State Forester after Griffith’s departure in 1915. A final focus of the work dealt with Cal Stott, a Forest Mensuration Researcher for the US Forest Service at the Region Nine Office in Milwaukee. Cal is known as the “Originator of Continuous Forest Inventory”, a methodology that enables Foresters to measure total growth increment on large tracts of Forest Land. While his work had National Impact, the fact that he did the work in Wisconsin, allows us to claim him as ‘ours’. Plans are to make all the developed finding aids accessible on-line in the days ahead.

The Association is planning an active outreach campaign to invite submittal of records on all members of “the Hall” with a design to develop a Collection of materials on “Leadership in Sustainable Forestry”. Cooperation with the History Department at UWSP and an on-going effort to recruit and employ talented student interns is expected to become a staple of the Associations future budgeting and work planning.

Northern Wisconsin Heritage Council

Representatives from twelve northern local historical societies and other interest groups met at the Northern Great Lakes Visitors Center in Ashland, WI, May 16 to form the Northern Wisconsin Heritage Council (NWHC). The NWHC was originally established as the Northern History Caucus in 2017 and has since provided regional training programs for member historical societies and done joint programming, most recently drawing Vilas County societies together to hang historic photos in the corridors of the Vilas County Courthouse addition.

Issues encountered during the Courthouse project led the group to the realization that there were wider possibilities which called for a group with non-profit status of its own. That process was approved and it is expected that the NWHC will attain that status in the coming months.

The Manitowish Waters Historical Society and the Eagle River Historical Society jointly presented a concept to the group for a broad digital marketing program across northern Wisconsin, which would potentially benefit as many as forty historical societies and additional groups that focus on heritage tourism.



FHAW members John Grosman, Cindi Stiles, and Jim Bokern, with others individuals participating in the organizational meeting of the Northern Wisconsin Heritage Council.

It was pointed out that heritage tourism is currently the fastest growing segment of the tourism market nationally. The member societies unanimously approved the concept which will be presented in beta form at the August meeting.

All the societies present are affiliates of the Wisconsin Historical Society and represent only a percentage of those eligible for membership in the NWHC. New NWHC president, Karen Sailer, urges all eligible societies to contact eagleriverhistoricalsociety@gmail.com for additional information.

Other new officers are JoAnn Miller (Manitowish Waters Historical Society), Lori Berryman (Dr. Kate Museum) and Marsha Doud (Dr. Kate Museum).

Trees for Tomorrow “Archival Project”

Plans now laid down for a Scoping Meeting during August at the Mully Taylor Education Building on the “Trees” campus in Eagle River. A collaborative partnership is being formed that will include; the Wisconsin Historical Society, the Eagle River Historical Society, the Merrill Historical Society, the Pioneer Park Historic Complex at Rhinelander, the US Forest Service and FHAW.

There is a current proposal to seek grant funding for an Inventory/

Classification of the cache of materials to begin a design for physical archival (by WHS) along with a design for digitization.

FHAW to facilitate the discussion within the Collaborative Partnership. Grosman to meet with Cheryl Todea, Executive Director at “Trees” and Karen Sailer, President of the Eagle River Historical Society in early June to begin laying out plans for formalization of the partnership and planning to apply within the periodic grant cycle of Wisconsin Humanities Council.



47th Annual FHAW Conference Two Rivers, October 6th—8th

The 47th Annual Conference plans are “finalized” for the upcoming conference and annual meeting to be held at Two Rivers October 6 - 7, 2022 with optional independent tours available for Saturday, October 8.

The Lighthouse Inn, 1515 Memorial Drive, Two Rivers is the site of the Association’s board meeting and evening get-together on Thursday; as well as our Friday evening banquet and auction. Situated just 20 feet from Lake Michigan, the hotel features views of the lake and Lakeshore Park. It has its own 20-foot lighthouse as well as an on-site restaurant. A complimentary continental breakfast is provided each morning.

Our first stop on Friday is the Woodland Dunes Nature Center, 3000 Hawthorne Ave (Hwy 310). Here we’ll hear from Two Rivers, City Manager, Greg Buckley, Woodland Dunes executive director, Jim Knickelbine, and local historians, Titus Seilheimer and Bob Fay, speaking on the history of commercial fishing and changing ecology of Lake Michigan and the history of Forest Industries of Two Rivers respectively.

After a catered lunch at noon, we’ll hold our annual membership meeting with election of board members. That will be followed with afternoon tours of VT Industries, Inc. and Rahr Memorial School Forest.

VT acquired Eggers Industries, with facilities in Two Rivers and Neenah, Wisconsin, in October of 2018. Today it is North America’s leading source of architectural wood doors, postformed laminate countertops, and CenterPointe butcher block countertops. We will have an opportunity to tour the production facility and learn more about VT Industries, its product offering and the markets it serves.

The Rahr Memorial School Forest has been an outdoor education facility for Manitowoc Public School District students for over fifty years. It is located along the beautiful shores of Lake Michigan and boasts nearly 300 acres of mixed forests, stands of pine, sand dunes, fields, a swamp, and a pond; all of which offer a unique learning environment. During our visit, staff will lead a discussion of the natural and cultural history of the Rahr property as well as the School Forest Program in Wisconsin.

The afternoon concludes with a short ride back to the Lighthouse Inn, and an opportunity to freshen up before the annual banquet and artifact auction.

There are many local attractions to visit while in the Manitowoc—Two Rivers area. So many in fact, that we’re leaving Saturday open so that you can choose your personal favorite destination spot to visit. As an incentive to stay over for Saturday the Manitowoc Area Visitor and Convention Bureau is provid-

ing each attendee with a **Free Pass** for admittance to any **One** of the following sites:

- **Hamilton Wood Type Museum**, 1816 10th St. \$5.00 Senior \$3.00
- **Woodland Dunes Nature Center and Reserve**, 3000 Hawthorne Ave. Hiking and exploring. 1500 acres Fee: donation.
- **Rogers Street Fishing Museum**, 2102 Jackson St. \$5.00 donation
- **Washington House Museum**, 1622 Jefferson St. donation
- **Farm Museum**, Adams & 12th St. Two Rivers, Free will donation
- **Wisconsin Maritime Museum**, 75 Maritime Dr. Manitowoc \$15.00 Senior & military \$12.00. Includes submarine Tour.
- **Farm Wisconsin Discovery Center**, 7001 Gass Lake Rd. Manitowoc, Admission \$16.00 Senior: \$12.00

Schedule at a Glance ***FHAW 47th Fall Conference,***

Thursday, October 6, 2022 *Lighthouse Inn, 1515 Memorial Drive, Two Rivers*

- Board meeting (2 - 4 pm)
- Dinner at 5pm ~ informal get together. (*Ordering off menu—Dutch Treat*)

Friday, October 7, 2022 *Woodland Dunes Nature Center 3000 Hawthorne Ave. (Hwy 310), Two Rivers*

8:15 am Registration opens

- Welcome: Two Rivers, City Manager, Greg Buckley
- Introduction & **History of Woodland Dunes**, Executive Director, Jim Knickelbine
- Break-coffee & donuts
- Lecture: **History of Commercial Fishing and Changing Ecology of Lake Michigan**, Titus Seilheimer.
- Lecture: **History of Forest Industries in Two Rivers**, Bob Fay.

Noon: Catered lunch & membership meeting

- Travel and tours: (*carpooling between locations*)
- VT Industries, Inc. 1 Eggers Drive, Two Rivers
- Manitowoc School Forest (Rahr Memorial School Forest) 11617 Sandy Bay Rd, Two Rivers
- 4:30 pm Return to Woodland Dunes/Lighthouse Inn

Friday, October 7, 2022 *Lighthouse Inn—Social Hour, Dinner and Auction*

- 5:15 pm cash bar social hour upstairs meeting room
- 6:15 pm Dinner (Family-style Chicken & Haddock dinner)
- 7 pm Artifact auction

Saturday, October 8, 2022 — *Choose from locations above*

Two Rivers Conference Lodging

Lighthouse Inn

1515 Memorial Drive
Two Rivers, WI 54241
Parkview Double Queen \$101
Lakeview Double Queen \$118
Complimentary Breakfast
920 793-4524

Cobblestone Hotel & Suites

1407 16th Street
Two Rivers, WI 54241
Double Queen \$124
Complimentary Breakfast
920 553-3632

Register Early

Room Group Rates
Expire September 6, 2022

Village Inn on The Lake

3310 Memorial Drive
Two Rivers, WI 54241
Double Queen \$108.90
No Breakfast
920 794-8818

The 2022 Fall Conference Registration Form

*Is Found on page 18 of this newsletter
Online registration coming soon*

Hidden Sheboygan Gem: Visit the Remains of the Lottie Cooper Shipwreck

Sheboygan is the permanent residence of what is believed to be the largest section of a Great Lake schooner on public exhibit.

Set up at the entrance of Deland Park on Broughton Drive is the 89-foot center section of the Lottie Cooper's remains.

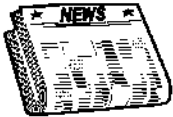
About the Lottie Cooper

The Lottie Cooper was built in 1876 by Rand and Burger Shipyard, of Manitowoc, for the Truman-Cooper Lumber and Flour Mill. It originally measured 131 feet long, 27 feet wide and nine feet in depth of hold.

- It was named after the daughter of one of the original owners.
- The ship capsized April 9, 1894, en route from Pine Lake, Michigan, to Sheboygan with a cargo of elm wood. Five of six crew members were rescued.
- The Lottie Cooper remains were found and salvaged Sept. 1, 1992, with the construction of the Harbor Centre Marina.
- Address: Deland Park, 715 Broughton Drive, Sheboygan, Hours: Park open 4 a.m. to 11 p.m.
- Admission: Free



<https://www.sheboygansun.com/>



From the Newspaper Archive



Rates For Lumber Adopted

By the New Lumber Carriers' Association Organized at the Detroit Meeting

Detroit, Feb. 17.— The organization of the new "Lumber Carriers' Association" was completed yesterday and a schedule of rates adopted by the owners of vessels present who became members of the new organization. The minimum rates, generally speaking, for carrying lumber were fixed as follows: Lake Huron and Georgian Bay, to Ohio ports, \$1.25; Lake Michigan ports to Ohio ports, \$1.37½, above Whitefish Point to Portage, to Ohio ports, \$1.50; above Portage to Ohio ports, \$1.62½. Rates to Buffalo and Tonawanda are to be 12½ cents advance on the rates to Ohio ports. Rates on hardwood lumber were fixed at 75 cents advance over pine. Minimum rates were also adopted as to mine lumber products.

No steamer owned by a member is to be permitted to tow a vessel not belonging to the association. Assessments of 5 to 10 cents per net ton annually are authorized to be levied upon members. A resolution was adopted that all chartering must be done through agents approved by the executive committee of the association. It was decided that the schedule and by-laws were not to become binding upon members of the association until a total of 60,000 tonnage has been subscribed. Over 50,000 of tonnage was subscribed last night, and the necessary balance will be signed today. (*from the Logansport Pharos-Tribune, Logansport, Indiana, 17 Feb 1898, Page 20*)

Lumber Carriers

Members of the Lumber Carriers' Association assert that some of the articles lately published in various lake papers concerning the extra carrying charges in the rates recently adopted by the association are inconsistent. They refer especially to a Buffalo dispatch which stated that the extra charge of 12½c per M for mill culls and scoots was off a class of lumber that could not afford it. Said a member of the association yesterday:

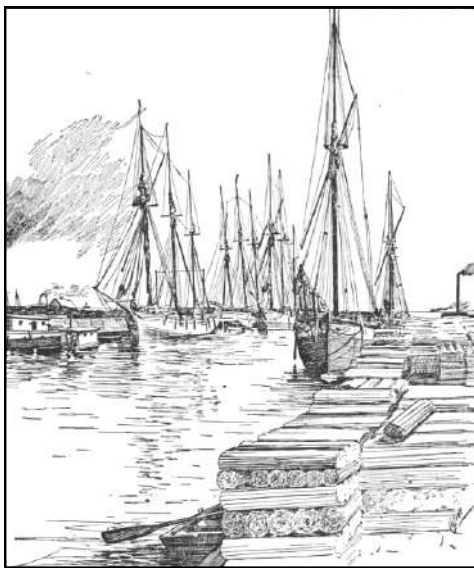
"There has been no intention on the part of the association to act in the least arbitrarily in this matter of charges. We only ask what is fair and just. There is no seller, buyer or carrier but is aware, of the fact that mill culls and scoots bring an inferior grade of lumber to the boat. It is usually piled in what is known as a single pile front, often in shoal water and out of the way places, and is unhandy to load. For these reasons it costs not less than 5c and more often 10c, 15c, and 20c for the loading and 3c more for unloading. Besides this, owing to the inferior quality of the stuff, there is at least a 10 per cent shortage in the carrying capacity of any boat, modern carriers not excepted.

Give us the lumber on which there are no extra charges and we will guarantee that the lumber on which we place the extra charges will be no temptation to us.

"We appreciate the fact that this class of lumber is in demand and has to be carried, and all we ask is for those interested to bear a part of the extra cost of handling and transporting it. We have placed the minimum rate on good lumber at a reasonable figure, and as yet have heard no complaint against it. The extra charge does not affect mill culls and scoots unless piled separate in lots, and one can readily see that if they are piled together with the better class of lumber no extra charge is contemplated.

"We also desire to assure everyone interested that the association is going to be a success. Already, aside from the required 60,000 tons, a day rarely passes that applications for membership are not received. As yet we have not particularly sought Lake Michigan tonnage, but contemplate doing it soon. A meeting of these people was held in Chicago March 18 the results of which we will make public soon. "We would advise shippers contemplating chartering outside tonnage to consider carefully as it may not be sufficient to supply their wants. In that case they might want some association tonnage to help them out, and possibly to get it they would have to comply with certain conditions, that the association would feel justified in making public.

"We as lumber carriers, do not desire to antagonize any interest. We prefer harmony in its fullest sense, and stand ready to assure all shippers and consignees that the association will adopt no arbitrary rates or other conditions." *Detroit Free Press (from the Buffalo Commercial, Buffalo, New York, 22 Mar 1898, Page 3)*



From the Chicago Tribune, Chicago, Illinois, 31 Jul 1898, Page 21

Stumbling Block Removed

Detroit, April 5., At a meeting of the executive committee of the newly organized Lake Lumber Carriers' Association, it was decided to permit members of the association to carry mill culls at the association's minimum rate. This has heretofore been a stumbling block, the association claiming they should be paid as high for carrying culls as for high grade lumber, which the lumbermen refused to pay a maximum rate as they receive so little for the culls when they were sold. The committee decided that all unloading charges should be paid by the receiver of the lumber. *(from the Star-Gazette, Elmira, New York, 05 Apr 1898, Page 7)*

12½ Cent Differential

Detroit Lumber Dealers Demand It Under Ohio

The Lumber Carrier's Association Refuses It

The Detroit retail lumber dealers are thoroughly dissatisfied with the scale of carrying rates adopted by the Lumber Carriers' Association, which allows the same rate to Toledo and Ohio ports as to this city. They demand of the association a differential of 12½ cents per thousand feet. The executive committee of the association has refused this, and the Detroit dealers will have a meeting at the Russell house this evening to consider what shall be done. Their reason for demanding the lower rate is that the route to Detroit from Alpena and elsewhere is much shorter than to Ohio ports. The association refuses on the ground that boats bound to Ohio can always find a load of coal, or stone, or something else to take back, whereas from Detroit they have to go back light.

The Detroit dealers threaten to charter a fleet of boats to carry their stuff, independently of the association. However, the association some time ago forestalled any action of this nature by combining with the Longshoremen's association. The latter gets the best rates possible, considering the times, and the promise that association boats shall be loaded and unloaded by members of the union. In return, the union pledges itself to charge five cents extra per thousand to boats outside the association and ten cents extra to boats that cut the carrying rate. It was a wise move on the part of the association. It insures absolute protection from the union against two kinds of opposition that might ultimately wreck the carriers' organization.

The tonnage of the association now numbers close to 100,000 tons. Here are some of the latest signers of the scale: Alvin Neal, with twelve boats; W. L. Churchill, with one; M. Sicken with three; H. Lawrence, with one; J. P. Harrow, with one; La Salle & Co., with two; W. Bartell, with one; J. H. Glass, with one; J. H. Crosthwaite, with four; Minor Lumber Co., with two; Theodore Michaud, with one; Hope Transportation Co., with three; J. E. Mills, with four. *(from the Detroit Free Press, Detroit, Michigan, 06 Apr 1898, Page 10)*

Lumber Carriers vs Longshoremen

The "Lumbers Carriers' Association asked the local Longshoremen's Unions to refuse to load non-association boats this season, and the union replied by refusing to agree to that, and demanding an increase of 10 cents an hour, making the rate 60 cents. *(from the Buffalo Commercial, Buffalo, New York, 12 Apr 1898, Page 3)*

Lumber Carriers At War

Dealers Refuse to Pay the Rate Demanded by the Association

Carriers Have a Cinch But it Looks as Though Season Will be Well Advanced Before Settlement is Reached

The Lumber Carriers' Association has stated on what terms it will agree to carry lumber and the lumber dealers do not apparently regard these terms as

satisfactory to than. Dealers who are not members of the association refuse to pay the rate demanded and consequently there is almost a deadlock.

Most of the men who handle lumber do not have boats of their own, and in order to get their lumber to the market they will necessarily have to charter boats, and in that case owners of vessels will get the best of the deal. The difference in opinion will probably result in not much lumber being shipped to different ports until the season is well opened and terms are agreed upon. (*from The Sandusky Star-Journal, Sandusky, Ohio, 13 Apr 1898, Page 2*)

Lumbermen's Difficulties

A Chicago dispatch says that the Lumber Carriers' Association is showing a strength that is surprising to those who have seen so many combinations of vessel owners to maintain freights formed only to go to pieces. Thus far the lumber carriers have kept their schedule of prices in control of the trade and the scheme has been successful to that extent. Only half of the vessels on Lake Michigan are now in service owing to the maintenance of the agreement not to accept less than association rates. Owners of the idle craft seem content to let them do nothing, with the hope of having a trade which will bring some returns when their boats are placed in commission.

A lumber carrier who is naturally deeply interested in the outcome of the effort of the new association is saying in Buffalo this week that there is, a great change in the condition of things of late. While he did not go into the association and is therefore not interested in making it appear that rates are being maintained, he thinks they are and adds that the attitude of the longshoremen's unions is becoming close to alarming.

It is admitted that the association would have gone to pieces long ago but for the assistance of the unions, but there is another side to the question that is likely to make any amount of trouble if things are allowed to go on. It appears that the arrangement between the association and the unions was that all lumber should be unloaded by union men. There are a few ports, like Buffalo, where the union is not in power and the lumber dealers are bent on keeping the upper hands. As a natural result of the unions at the other end of the route are muttering and threatening a boycott. Whether they have strength enough to set up one if the lumbermen here refuse to give in to them, as they surely will do, is to be seen.

The exceptionally light receipts here are in favor of the continued control of the dealers, and as there is no prospect of much increase for some time the union will have a hard time of it, even if it does not undertake to charge extra for loading barges that are to be unloaded by non-union men. (*from the Buffalo Sunday Morning News, Buffalo, New York, 12 May 1898, Page 2*)

LUMBER ASSOCIATION OUTLOOK

Capt. Comstock of the Lumber Carriers' Association was in Detroit last week. "I would advise people to pay no attention to the continued rumors of a split or possible defection in the association," he said. "I have looked into the situation pretty carefully, and from the practical bread-and-butter standpoint alone, I can see no chance for a vessel owner to gain anything by deserting the association. If there were no association at all there would not be cargoes at the present time for half the fleet, even at \$1 per m. I have not in many years

seen the market in so deplorable a state. The war is chiefly responsible for this. It has stopped building to a large extent in this country, and it has totally killed the export trade to Cuba and the West Indies. It is not well known, but it is a fact that large quantities of northern pine go to those Southern Islands and to Central America and Brazil.

"But even before the war is over you will see lumber begin to move to some extent, I think. The Northern mills are all running yet, and they are stocking the wharves to the point where the stuff will have to be cleared off. The buyers will begin to stock up pretty soon, and the boats will begin to carry it down. But they might as well make all their purchases on a basis of association carrying rates, for it will be forced upon them.

"Every vessel outside the association is being fined by the longshoremen wherever they are called upon to load and unload it. The schooner *Sunshine*, belonging to the Cleveland Cedar Company, was fined 10 cents an hour at Toledo the other day. Some of the vessels of that company are in the association and others are not. I do not understand it." (*from the Buffalo Review, Buffalo, New York, 13 Jun 1898, Page 8*)

Looks Like a Victory Two Lumber Vessels Force The Shippers On Rates

The Lumber Carriers' association appears to have gained a victory over the shippers. The movement of lumber from Lake Superior is now in active progress at association rates, notwithstanding the determined front presented by the shippers and their threat to hold out to the bitter end against any advance. The first vessels to force a concession were the steamer *E. A. Shores* and her consort *D. P. Dobbins*. They are now enroute to Cleveland from Duluth, after having been hampered by the shippers in obtaining their cargoes. Still the owners of the two vessels are satisfied with their triumph. The failure of the Duluth shippers to hold out may lead to a stampede all along the line. Shippers at Ashland have already yielded, and charters from that port to Dunkirk and Tonawanda are reported at \$1.75, the association rate. (*from the Detroit Free Press, Detroit, Michigan, 20 Jun 1898, Page 8*)

Chicago Lumber Carriers Will Stick to the Old Rate

Chicago, June 28. —The Lumber Carriers' Association met today to consider the advisability of reducing rates, owing to the dull movement of freight. After some discussion it was decided to make no change. A resolution was adopted that all charters should be made through the authorized agents of the association. The meeting was harmonious, and although cargoes are scarce, the members were willing to stand by the rates agreed upon early in the season. (*from the Detroit Free Press, Detroit, Michigan, 29 Jun 1898, Page 10*)

Lumber Carriers' Association

Dull times has caused the Lumber Carriers' Association, like some of vessels enrolled on its books, to go into ordinary. The rates of freight on lumber and cedar, which the vessel men have vainly attempted to maintain all the summer, have been suspended for the season, and while the organization will be maintained, in hopes of making it effective at a later day, as a factor in the lumber

market, it has lost its position. The failure of the vessel men to carry out their plans can be laid directly on the dull market. With two or three boats after every possible load, it was impossible to maintain the agreed rates. It is claimed freely that the rates have been cut from the opening of navigation. From now on every one is free to do as he pleases, and a ruinous condition business is likely to result. (*from the Sandusky Star-Journal, Sandusky, Ohio, 22 Jul 1898, Page 4*)

Lumber Carriers'
Their Association On the Verge of Dissolution
Persistent Opposition of O. W. Blodgett One Cause
Longshoremen's Luke Warmness is Another Reason

Vessel men on the inside say the Lumber Carriers' Association, which was organized in this city last winter, will last but a short time longer, possibly not much more than a week. Several things are contributing to its downfall. One the refusal of O. W. Blodgett, the wealthy Bay City lumber carrier, to have anything to do with it; another, the total lack of cargoes at association rates, and probably another will develop in a few days—the refusal of the longshoremen to act longer in conjunction with the organization.

At the recent convention of the International Longshoremen's Association in Cheboygan, President Comstock and Secretary Carpenter, of the Lumber Carriers' Association, were present and made personal appeal to the convention to stand by the association in its fight for maintenance of the schedule of rates agreed upon. The convention voted on the matter after much discussion, and decided to leave its ultimate disposition to the Individual votes of the local unions, some sixty in number. These locals are voting on it now. Just how the vote stands is not known to anyone here, but it is considered certain by those who know the exact state of affairs that the majority will be adverse to longer aiding the association in its fight.

The assistance of the longshoremen has been the background of the fight for the maintenance of rates. At both loading and unloading ports (chiefly at the latter) they have fined all boats not owned by members of the association an extra charge of five cents per 1,000 feet for handling, and all boats, whether in the association or not, have been fined ten cents per 1,000 feet where it could be proved that they were carrying at less than the association rates.

But the rate-cutting was going on right lively just the same, and the longshoremen knew it but could not prove it. There was no direct agreement on the part of the carrier to carry at less than the association rates, but to get cargoes he would give rebates to the shipper, and these rebates would never appear in the bill of lading or in any other form of writing; so the longshoremen could never find anything on which to fasten a fine. But they have known of it right along and it has had a tendency to make them sore. This soreness, it is predicted, will be shown when the vote of the locals is announced. They now look upon the association as tottering, and they don't want a millstone around their necks. If they stick to the association as it now stands its certain dissolution will injure them in that it will leave them without a friend among the shippers, while the individual carriers, feeling that all agreements are off, will show little gratitude for past favors. So the longshoreman, it may be taken for granted, are going to give the association its final blow by voting against further aiding it.

It is the opinion of a well-known Detroit member of the association that the longshoremen have lost more than they gained by sticking to the association as long as they did. Without their aid it would have gone to the wall a week after the opening of navigation. There is no doubt that its existence has thus far prevented a large amount of lumber from coming down, and they would have had the handling of all of this even though it might have been at a little smaller rate. At Detroit, for instance, they have been practically without work all the season, and have been compelled to turn their hands to anything that offered a dollar now and then. Here, again, they blame the association in refusing to grant the Detroit lumber dealers the differential under Toledo of 12½ cents they asked for some time ago. This might have been done, and the association be none the worse off, it is thought here.

It is also the opinion here that, had O. W. Blodgett elected to remain in the association, it might, in spite of all these obstacles, be as strong today as at the beginning of navigation. Mr. Blodgett has at least five tows under his management. He is a man of independent spirit. He operates on a large scale. He will contract to carry 1,000,000 or 100,000,000 feet of lumber. He is well able to take care of the larger contract. At the beginning of the season he suspected that, though the constitution of the association forbade its members from chartering other than by trip to trip, they would on the quiet take large contracts at cut rates. So he went to all the handlers at Duluth and other nearby Lake Superior ports and offered them 50 cents an hour to do his work. The association members, at the same time, were unwilling to pay more than 40 cents. Blodgett in this way secured dispatch over the boats of the association, and escaped all fines as well, and made the handlers his staunch friends. Not even at the lower lake ports was he fined, owing to this action. Then he secured from the shippers all the contracts he wanted to keep his boats busy. At this representation that he was fighting the association and in a measure effecting its downfall, they paid him full association rates. The result is that he has made money out of the season thus far, and this prestige will cling to him all the season, and he will have all he wants to carry in preference to those who stayed in the association.

Blodgett's reason for declining to join the association was the refusal of its organizers to sign a bond for the faithful performance of the contract to maintain rates. He well knew the men he had to deal with, and was going to clinch matters so they could not possibly cut rates without losing a good sum of money in forfeit to the rest. If members of the association showed a disposition to desert, their forfeit money was to be divided among those that remained. This, he held, and nothing else, would guarantee the life of the association and maintain rates for all time. He wanted to see higher rates as well as the rest. But the organizer, could not see it his way, so he stayed out, and his busy fleet, which has already brought down many million of feet, has done much to weaken the association.

It is said the longshoremen do not fear a material reduction in their card rates during the remainder of the season. The favorable progress of the war is already giving a tone to the lumber trade. Besides, the dealers at all the lower lake ports need to stock up, owing to the delayed shipments of the earlier part of the season. Everything in the lumber carrying trade will find itself busy from now to the end of navigation, and the handlers cannot be reduced if the shippers and carriers would wish dispatch and the avoidance of all trouble. (*from the Detroit Free Press, Detroit, Michigan, 23 Jul 1898, Page 3*)

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