



Chips and Sawdust

A quarterly newsletter from the

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

P.O. Box 186
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Save the Date

Forest History Association
of Wisconsin

49th Annual Fall Conference

October 10 - 12, 2024

Menominee Casino Resort
N277 Hwy 47/55
Keshena, WI 54135

Chips and Sawdust

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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 all,

Sitting down to write this at another very busy time for our Association. 'Busy' would seem the common opening from me. "Busy" is one of those words that can have either of two quite different meanings?

"Good Busy" might mean that there is a full menu of demands for service to fulfill your mission. People want more of what you presume to offer. Good news! You're in line for growth and long-term success. Or it can be "Too Busy." You and your program have more demands for service than you and the people you work with can address. Hire more help. Raise the price of service costs to stem the demand. Good because you're going to take in more revenue, to hire more talent? Ah yes, good news/bad news. FHAW is in that conundrum found in organizations run largely by volunteers.

I got a reminder of the "Good News" just the other day. I have a personal Facebook page, on which I routinely post forest history stuff to engage my list of fb friends. Most of the time I can take that post and simply 'share' it on the FHAW fb page as well. Recently I got one of those 'memory reminders' from Facebook of a post from March 2021. It reminded me that three years ago we had hired an intern to segment the video we had posted on "Logging Dilemma in the Big Swamp," a story of logging in the Grand Marsh area of Jackson County in the mid 1800's. It also said we were planning to offer the fall conference in Peshtigo to tell the story of one of the most destructive forest fires in US history. Further, it had some imagery of a Harbor Tug moving a raft of pulpwood in Chequamegon Bay, destined for a pulp mill in central Wisconsin, and some plans we had for a webinar to tell that story.

So now, in March of 2024, we can report that we did all those things! That "Logging Dilemma" video has been posted to our website with a design for classroom utility, so a teacher can pair it with a print copy of the book to teach lessons of 'local' history in southwestern Wisconsin. The video has had 48,746 hits at this point in time.

We did indeed run our Fall 2021 Conference in Peshtigo and filled every chair in the Peshtigo Community Center. The conference was recorded and posted to our website. We took in a large volume of archival data, and now have a Peshtigo Fire Finding Aid link at our website. <https://www.foresthistoryassociationwi.com/collections/finding-aids/>

The story of Pulpwood Rafting on Chequamegon Bay featured Ralph Swanson, former woodlands manager for Consolidated Papers, Inc., that we nominated for the Forestry Hall of Fame. He got inducted. One of the young men who worked loading railcars with that pulpwood in the 1960's became a social studies teacher, who authored a book on 100 Years of Pulpwood Rafting on Chequamegon Bay. He did a webinar for us and gave us a digital copy of that book to share. We now offer the recording of that webinar and the book to teachers in northwestern Wisconsin to tell that story to K-12 kids about the history of where they live. All 'Good News' for sure.

Then there is the other kind of “not very good” news. We have a 12-person board of directors with backgrounds in various forms of either forestry or history. Half of these folks have “day jobs” in organizations with whom we share a ‘mission’ to educate the public. That means limited ‘free’ time to work for our Association. The ‘retirees’ on the board get called on to respond to requests that we invite in at the website. We’re getting a bit of recognition from the public we serve via representation on our board by the Wisconsin School Forest program, the Wisconsin Archeological Society, our ties to the Northern Wisconsin Heritage Council, and so on. So, demand is ramping up, but not capacity to respond. Our editor for the monthly and quarterly newsletter, also deals with website postings. He is tasked with collecting the papers that generate conference proceedings. He also works with another board member to run the webinar series. He and his board mate that do the webinars have no back-ups at this point. I’m personally back on the board due to ‘age-issues’ of others. It was hard for me to walk away from friends with shared mission when we seemed to be winning.

I’ve personally been working to recruit someone to join the board with experience in forestry and or history, experience in ‘team building,’ connectivity to FHAW mission and practice, experience in group process and communications to replace myself. There are qualified people out there, and I’ve talked to them. Personal priorities need to be paramount. Retirees are more likely to offer ‘work time’ than those in the workforce. I certainly do understand the need to set personal priorities, but hope that some of the talent I know we have within membership will read this and consider using that email address of thefhaw@gmail.com to check in and ask, “how can I help?” The answer will be ‘consider sitting in on a board meeting’ to see what we face that might fit your skill set. Do you have a background in print or electronic media communication? In archival work? Setting learning objectives for presentations? Talk to us. At the end of the day, there is satisfaction in shared success brought about by a group of talented friends. The whole premise of ‘Knowledge Management’ within modern organizations is to transfer resident organizational knowledge as workers transition in and out? Please consider the prospect.

As a forester and an octogenarian, I’m mindful of the concepts of rotation age for various species of trees that they teach in forestry schools. Economic Rotation Age is when annual volume growth begins to match volume loss associated with decay defect, associated with age. You should plan timber harvests on that science. Humans commonly retire from work life similarly. Biological Rotation Age is the projected average age when living growth for various species stops and the tree tips over.

Healthy organizations need active membership serving within that “still growing” age class. Mull that over please.

Best regards,

John Grosman

Plans Taking Shape for FHAW Fall Conference — Keshena, October 11 12, 2024

The 49th Annual FHAW Fall Conference planning committee has been busy developing a schedule of fascinating tours and presentations for our visit at Keshena, October 11 and 12, 2024.

The theme for this year's gathering is "The beginning of change—Tribal History, Tribal Treaties and the Menominee Forest Story."

As a lead up to the conference, there will be two pre-conference webinars held during September. First, Dr. Carol Cornelius will discuss her recently published book, "*A History in Indigenous Voices—Menominee, Ho-Chunk, Oneida, Stockbridge and Brothertown Interactions in the Removal Era.*" Then Menominee Tribal Historic Preservation Officer, David Grignon, will follow with a discussion of the Menominee Treaties and their impacts.

Tours are planned for Friday—final scheduling is still in the works, but includes visits to the Menominee Logging Camp Museum, the Menominee Tribe Cultural Museum and other sites.

Following the tours and a short time for relaxing, we'll gather for our banquet and an opening presentation.

Saturday's schedule is set aside for multiple lectures and a wrap-up panel discussion. Titles of talks, content focus and scheduling are being developed now, but attendees will all have a better understanding of tribal history and forestry management practices on the Menominee Reservation at the conclusion of this two day gathering.

A final review of conference plans will take place at the Association's Board Meeting on May 9th with a plan to post registration information at our website, and in our next issue of Chips and Sawdust, in early June.

April and May Webinars Announced

In Terms of Logging

April 17, 2024, 6:30 PM (Central Time)

The logging and lumbering industry has been an important part of Wisconsin's history. That history is rich and fascinating, and the language used by lumberjacks during that time adds a unique flavor to the lore. In this presentation, besides defining historical logging lingo with words and images, we'll share information about the Association's educational resources available for public use to help share Wisconsin's interesting logging history.

Presented by Don Schnitzler.

Register in advance for this webinar:

https://us02web.zoom.us/webinar/register/WN_eqW1zP0DQ0Ov5EVUFUd6Dw

Cornell University and Northern Wisconsin's Pinelands: A Cost/Benefit Analysis

May 15, 2024 6:30 p.m. (Central Time)

Cornell University Founder Ezra Cornell leveraged New York State's allocation of public lands under the Morrill Act of 1862 to select over 512,000 acres of pine timberland in northern Wisconsin which he, and later the University, managed as a long-term real-estate investment for over seventy years. This talk will discuss the ongoing financial benefits accruing to Cornell University from its former Wisconsin landholdings and assess its impacts over time on Wisconsin's environment and human populations.

Presented by Dr. Jon W. Parmenter.

Register in advance for this webinar

https://us02web.zoom.us/webinar/register/WN_PjXS6-o5R6a6LLobDrU5FA

Forests into Charcoal: “Coal” Kilns and Railroads

By Thomas J. Straka

An article written for Woodchips (April 2024) and the Forest History Association of Wisconsin on a significant forest product that impacted Wisconsin’s early forests. Charcoal burning was a major wood consumption activity and it was centered on railroad stations to facilitate charcoal transport to the iron furnaces. It is a forgotten, but extremely interesting, industry.

Wisconsin’s forests were the nucleus for some of its early industries. One of those, while not utilizing the wood volume of the lumber or pulp and paper industries, still consumed much of the state’s forest resources. Charcoal burning (production) was critical to the state’s economy in the late nineteenth and very early twentieth century, as a supporting industry to the iron smelting furnaces. Apart from iron furnaces in Milwaukee County and two furnaces in Dodge and Pierce Counties, which converted to coke fuel in the late nineteenth century, iron production in Wisconsin was fueled by charcoal.

Charcoal burns hotter than wood, with up to twice the heat value. It concentrates heat, burning cleaner and faster than mineral coal. Charcoal was the largest expense of an iron furnace, making its supply an important aspect of furnace location. The smelting of Lake Superior ores expanded from Michigan’s Upper Peninsula into Wisconsin, due to its immense forest resources and charcoal supply.

After the Civil War, huge iron smelters were erected, first in Brown County, near Green Bay, De Pere, and West De Pere (Green Bay, National, and Fox River Furnaces in 1869-1870, and later further up the Fox

River Valley in Appleton in 1872, and Fond du Lac in 1874). Charcoal kilns were built at or near the furnaces at first, but as wood quickly became scarce, the kiln locations expanded along railroad lines as far as 80 miles from the Brown County furnaces, which had major kiln locations west of the county line at Seymour, Black Creek, and Snyderville (see the Appleton Furnace Kilns map on page 9).

Brown County had dozens of charcoal kilns and those were described in the Winter/Spring 2020 issue of *Voyageur: Northeast Wisconsin’s Historical Review*, with many batteries of charcoal kilns located on local railroad lines. The National Furnace, for example, had extensive kilns south of De Pere on the Milwaukee and Northern Railway, and kilns as far north as Marinette County on the same line, and the Fox River Iron Company erected charcoal kilns at several locations on the Chicago and North Western Railway on Michigan’s Upper Peninsula.

The *Voyageur* article did not cover the many batteries of charcoal kilns built along the railroad lines of Central and Northern Wisconsin; this article describes those locations. These were local landmarks. The smoke and heat fascinated train passengers. Even the shape could spark engrossment; some were shaped like giant beehives or igloos. Railroad tourist guides would list them as attractions. Surprisingly, in many of the railroad kiln communities, charcoal



Smoking Charcoal Kiln: A typical railroad charcoal kiln. Note the door at the bottom and the smoke coming from the row of vents along the bottom. (Ohio Agricultural Research and Development Center).

burning is a forgotten industry.

The charcoal kilns were economic engines, often the foundation of a new community. Except for locations at or near the furnace, they were nearly all along a railroad line, near forest resources to fill the kilns. Often, they were built as soon as new communities were established because the railroad provided access to the timber.

In some areas of the country charcoal burners were accused of "forest devastation." In Wisconsin they were often considered a godsend. Some communities, like Colby, Spencer, and Unity, campaigned to attract an iron furnace kiln location. Some formed stock companies and provided the investment to secure a location. New settlers considered a nearby kiln location a way to turn the expense of land clearing into a revenue source. In 1887 the Hurley newspaper proclaimed that, along the new Wisconsin Central Railroad, "the woods will be full of loggers soon, and coal kilns will be built to make use of the immense hardwood growth on the upland, and farming follows charcoal-burning as naturally as day follows dawn."

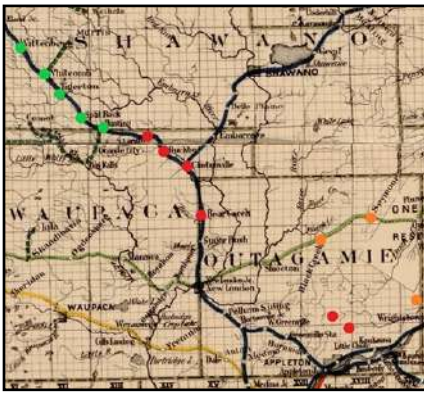
The charcoal kilns on the railways were made of brick, some beehive-shaped and some round with dome-shaped tops. Capacity ranged from 35 to 50 cords. A door at the bottom was used for loading wood and unloading charcoal, and a door at the top was used for loading wood. A row of vent holes circled the bottom, often the size of a brick so that they could be easily sealed. Charcoal was made in an oxygen-deprived environment; the kilns were whitewashed after each burn, not for aesthetic reasons, but to seal any tiny cracks that might have developed.

Some of the charcoal kilns were owned by the furnace companies, others were leased, and some were owned by investors who had agreements to supply the furnace. Ownership changed over time as demand and supply of wood changed. Thus, any reference to which iron furnaces controlled which kilns is subject to a particular date.

Appleton Furnace Kilns (1871- 1888)

The Appleton Iron Company furnace went into blast in 1871, with a set of beehive charcoal kilns located near the ironworks. The kilns near the furnace were insufficient to meet charcoal demand, so kiln locations were established along the line of the Milwaukee, Lake Shore and Western Railway. Primary locations were at Bear Creek, Clintonville, Buckbee, and Marion. The company also had kilns north of Appleton at Mackville and Apple Creek. To ensure availability, the furnace company built its own charcoal railcars. The furnace burned in 1888 and was not rebuilt, as plans were to shut it down within a few months due to an "irreparable shortage of timber.

The Wisconsin Coal Company out of Milwaukee had kiln locations northwest of the Appleton Furnace kilns, confusing ownership issues, as they did change hands. Appleton Furnace purchased the Marion kilns from the Wisconsin Coal Company in 1886, for example. H. F. Whitcomb, of the railroad's general office, confirmed development was rapid northwest of Clintonville with over 60 charcoal kilns already erected by 1879, providing "the settlers a chance to get rid of the timber cleared in opening their farms, at a profit instead of their being obliged to burn it in immense piles as has been the usual way."



Appleton Furnace Kilns: Major charcoal kiln locations for the Appleton Iron Company along the line of the Milwaukee, Lake Shore and Western Railway (red), the Wisconsin Coal Company (green), and those supplying Green Bay, De Pere, and West De Pere (orange).

Fond du Lac Furnace Kilns (1883-1895)

The Fond du Lac Furnace (later Wisconsin Furnace Company) was constructed in 1873-1874. Due to poor economic conditions and the conflicting business interests of the owner, it did not go into blast until 1883. The four other iron furnaces in the Fox River Valley had been in blast for over a decade and charcoal from local sources was limited. The company had been offered liberal freight rates by several railroad companies and decided to obtain charcoal from kilns along the Wisconsin Central Railroad. The furnace would stay in blast until 1895 when it was destroyed by a fire.



Fond du Lac Furnace Kilns:

Major charcoal kiln locations for the Fond du Lac Furnace along the line of the Wisconsin

James B. Taylor established the first Fond du Lac Iron Company kilns at Hewitt when the furnace went into blast. Hewitt would be the central point in the company's kiln locations with ten charcoal kilns with a capacity of 32 cords each. Local farmers supplied the wood; each summer the company issued handbills with specifications for wood to be delivered to the kilns. Three kilns each would be erected south of Hewitt at Auburn-dale, Milladore, and Sherry (constructed by Sherry Lumber Company). The charcoal kilns and their woodyards could be dangerous; in 1885 a fire burned 1,200 cords of wood at the kilns and threatened the town.

Black River Falls and Spring Valley

The York Iron Company charcoal iron furnace at Black River Falls went into blast in 1886 and was dismantled and moved to West Superior in 1892 due to high operating costs and troubling litigations (with plans to build charcoal kilns at Rice Lake). The furnace required 30-35,000 cords of wood each month to produce 1,500,000 bushels of charcoal. Prices for hardwood lands along the railroad near its kilns increased 30-40 percent due to increased wood demand. The furnace smelted ores from the Gogebic Range in Northern Wisconsin and Michigan. Charcoal kilns were located at the furnace site and on railroad lines at Neillsville, Millston, Merrillan, New Auburn, Stanley, and Thorp.

The Eagle Iron Company charcoal iron furnace at Spring Valley went into blast in 1894, obtaining ore and charcoal from the Wisconsin Iron & Lumber Company, an independent company. The ore was mined near the furnace and charcoal was obtained from a battery of charcoal kilns near the furnace. Within about a



York Iron Company Kilns: Major charcoal kiln locations of the York Iron Company furnace in Black River Falls, spread across several rail lines.

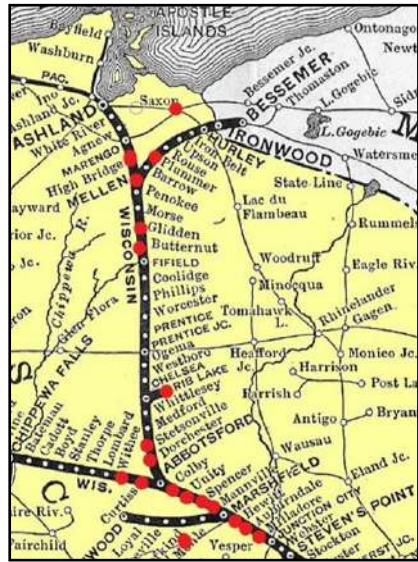
year the Spring Valley Furnace was in receivership, with one of the major creditors being Wisconsin Iron & Lumber Company. It was idle until 1899 when the fuel was changed from charcoal to coke, with the furnace still occasionally using charcoal as fuel. Charcoal was obtained from kilns along the rail lines belonging to abandoned furnaces. In 1894, for example, J. B. Taylor was supplying charcoal to the furnace from kilns at Thorpe, Withee, and Stanley.

The Florence Furnace in then-Marquette County went into blast in 1881 using ore from the Menominee Range. It had kilns at the furnace site and utilized railroad kilns located in Michigan's Upper Peninsula.

Ashland Furnace Kilns (1888-1902)

In the mid-1880s the vast iron deposits of the Gogebic Range, on the border of Michigan and Wisconsin, attracted the iron industry to northern Wisconsin. The Ashland Iron and Steel

Company constructed a charcoal iron furnace at Ashland in 1887-1888, which would prove to be one of the best producers of charcoal iron in the country. It was the largest charcoal blast furnace in the world, creating an immense demand for cordwood (80,000 cords a year) to be made into charcoal to fuel the ironmaking process. The charcoal supply would be produced from many charcoal kilns erected by the company, mainly along the line of the Wisconsin Central Railroad at major stations.



Ashland Furnace Kilns: Major charcoal kiln locations of the Ashland Iron & Steel Company along the line of the Wisconsin Central Railroad, including those acquired from the Wisconsin Furnace Company in 1894 and those owned by investors that supplied the furnace.

In 1901 the company decided to develop a new charcoal plant adjacent to the furnace to capture the chemical product lost in the regular production process (mainly wood alcohol and acetate of lime). The charcoal kilns along the railroad lines

were abandoned in 1902 and over 100 charcoal kilns would be erected in Ashland, so that chemical products could add to the profits. The furnace continued in blast until 1925.

Communities along the railroad line with affected kiln locations suffered an economic calamity, but from 1888-1902 the Ashland Furnace kilns were a massive economic enterprise which supported many villages below Ashland. One main reason for the shift was a dwindling timber supply along the railroad, with the company reporting: "In many of the place the region immediately adjoining their charcoal kilns has been denuded of the timber suitable for the purpose and the wood is hauled now for many miles to reach a furnace."

At first the charcoal kilns were built in Ashland County, with the first in Saxon and Butternut, two sets of twelve 50-cord kilns each, erected in late 1887. The early plans were to erect 60-80 kilns, all within Ashland County at various locations along the Wisconsin Central Railroad. Some of these locations were Highbridge, Mellen, Glidden, and Plummer. Later major kiln locations, south of Butternut, were Stetsonville, Dorchester, Colby, Yolo at Chili, Curtiss, and Withee.

Many kiln locations along the Wisconsin Central Railroad supplied different iron furnaces as owners, leases, or markets changed. This fickle nature is illustrated by Pittsville in Wood County. After much campaigning and effort by the townsfolk, a Chicago investor built five charcoal kilns there. A two-year franchise was granted

and by that time many felt the village had been cursed with the same "smoke nuisance as are the cities of Pittsburg and Chicago." The investor was forced to abandon the kilns. Investors built kilns at Unity and Rib Lake which were an appreciated addition to the economy; given the market at the time, these must have supplied the Ashland Furnace.

In 1894 the Ashland Furnace purchased the charcoal kilns of the defunct Wisconsin Furnace Company at Spencer, Manville, Hewitt, Auburndale, and Milladore. It is hard to say if all the newly purchased kilns were put into production, as wood supply by that time was limiting the utility of many kiln locations.

In 1899 the entire system of charcoal kilns was managed out of Glidden and the company reported 11 charcoal kiln locations on the Wisconsin Central from Highbridge to a point south of Abbotsford. These kiln locations would support the furnace until the new kilns were erected in Ashland in 1902 and the railroad kilns in Wisconsin were abandoned. Newspaper articles at the time described the "economic calamity" inflicted on railroad villages. The root of the calamities was the depleted forest along the Wisconsin Central Railroad.

Author: Thomas J. Straka is a professor of forestry emeritus at Clemson University in South Carolina. He is a Wisconsin native and University of Wisconsin-Madison forestry graduate.

Editor's Note:

On behalf of the Forest History Association of Wisconsin, Thank You, Dr. Straka for taking the time to share these details with our members and readers. I expect many of us have a greater understanding of Wisconsin Charcoal Kiln industries because of your effort.

—schnitz



From the Newspaper Archive



U. W. Professor Records Lingo of 'Daylight in the Swamp' Era

By Kirbby Broomfield



PROF. L. G. SORDEN

Early Great Lakes loggers have probably had no equal when it comes to developing a colorful and unique jargon of their own. Here's a case in point.

Some years ago, an Irish-born lumberjack was brought to the hospital with several broken ribs. When asked by the nurse how it happened, he told the following story

"Well, sister, I was up in the woods a loading. One cold morning when I was sending up a big burly schoolmarm up on the fourth tier, I see she was going to cannon, so I glams into it to cut her back when the chain broke, and she comes and eaves in a couple of my slats."

To the uninitiated, that sounds like so much double talk.

It's quite simple. The worker was loading a big, forked log on to a sled full of logs. When he saw the log was going to

fall, he tried to hold it back, then the chain broke. The log fell on him and broke a couple of his ribs.

There is one man in Wisconsin who makes a hobby of such irregular language. That man is L. G. Sorden, assistant professor of agriculture at the University of Wisconsin. He is the co-author of a dictionary entitled "Logger's Words of Yesteryears."

Sorden, a heavily built man of average height with unruly hair and an intense interest in Wisconsin's past, needs little encouragement to start talking about the early lumberjack and his vocabulary.

"The logger's terminology in the 1800's was not only different, but it was also sometimes witty," related the affable word chronicler. "Although the loggers had an interesting manner of speaking, there were times when he spoke very little. There was no conversation while eating meals except as words might speed up the eating process."

A few of the words indicating food were "cackleberries," "string-of-flats," and "swamp water." They mean little to us today in the way of food. But to the woodsmen, they meant eggs, pancakes, and tea.

They didn't necessarily limit their terms to just one for each item. Pancakes ranged from "blankets," and "flapjacks," to "sweat pads." Butter was "salve," "lard," or "skid grease."

Other food items were "frogs eggs" (tapioca), "coldsheets" (doughnuts), "logging berries" (prunes), "red horse" (corned beef), and "sand" (sugar).

If the food was poor, it was a "hard-tack outfit." It was up to the "gut robber" (cook) and the "slush handler", (cook's helpers or cookee) to fix the daily "chow," (meals).

Sorden got started on his collection of logger terms more than 25 years ago. It began in the early 1930s and grew out of his desire to establish a logging museum at Rhineland. By then, Wisconsin had just about seen its last days of big scale logging.

"The Depression and the end of logging came at the same time in Wisconsin," he said.

"I was the Oneida County agent then," he remarked in a reminiscing tone. "It was easy to see that the lore of early logging was fast disappearing. Trouble was that nobody was too interested in preserving it."

So, Sorden decided to do something about it. He first started to make a collection of lumberjack songs. But there was so little written down in the way of songs that he had to give it up.

When the song collecting seemed impractical, he settled his thinking to preserving the colorful logger's lingo.

In the mid-30s, Mrs. Isabel J. Ebert of Tomahawk Lake, helped in the collection of these terms. She mimeographed about 500 words and distributed them to libraries and interested people. Mrs. Ebert is co-author of the logger's dictionary.

"During that 25 year span, the 1,200 odd words in the book have come from just about every source imaginable," chuckled Sorden. "I've spent hundreds of hours talking with old loggers, rummaging through old logging camps and reading manuscripts."

"One time I spent three solid days and nights with a lumber executive who had quite a storehouse of knowledge on Great Lakes logging."

He hastened to add that the words covered in his glossary of terms do not necessarily deal with logging terms in other parts of the United States. "Each area like Maine and the Pacific coast states had their own vernacular, although some words were the same to all camps."

A further look at the logger's words reveals what a vivid imagination he had. The tall timber workers were given titles according to the jobs they did.

A "powder monkey" was the fellow in charge of blasting operations. It usually referred to the blasting necessary to break a log jam in the river.

The timekeepers were "inkslingers."

The "skinner" or "hair-pounder" was the teamster who drove a team in logging operations. Oxen and later horses were the chief means of power to "snake" or "skid" logs out of the woods to waterways.

The men who drove the logs down the river were called a host of names. They included "river-hog," "river-rat," "river-pig," and "catty-man." The "slough-pig" was usually a second rate driver assigned to picking logs out of the sloughs. The "bateau" was a boat which followed the drive down the river and the lumberjack got his supplies from the "wanigan."

A number of logging terms have evolved from their original meanings to present day usage. "Skid-road" is an example. In the beginning, it was a road over which the logs were dragged or skidded. Later, the term applied to the loggers favorite hangout district in town. "Skid-road" was the root of the term we know today as "skid-row," referring to the less desirable areas of a town.

The "chickadee" was the man who cleaned the manure and debris from the iced road.

Those lumberjacks who didn't stay on a job more than a few days were known as "boomers." They just stuck around long enough to get a "liquor stake"

and the "wrinkles" out of their belly." Sometimes they were wryly designated as "camp inspectors."

The call "daylight in the swamp" started the men to work in the wood. "Scandihoovian dynamite" or "Swedish conditioner powder" was snuff and an "otter slide" was a saloon in the basement of a building.

A "turkey" was a pack sack and a "widow maker" was a sawed-off tree lodged against another tree.

The "sleeping shanty" or "bunkhouse" housed the loggers at night. The bunks were called "muzzle-loaders" because, the only way to get into them was from the foot of the bed. The "deacon seat" served the lumberjack as a chair to lounge in from supertime until he rolled into his blankets. It was merely a long log split in half, set on rough legs. On weekends, he "boiled up" his clothes to get rid of "crumbs" (lice).—*From Wisconsin State Journal, Madison, Wisconsin, July 29, 1956, page 10.*

Life in the Woods

The son of a Madison parson took to the woods for a livelihood, and evidently he didn't like it. The following is the letter he wrote home to his brother: The writer's name is not known.

"I have just written to pa and will try and write you a short letter, although I am about half asleep. I was glad to get your letter and glad to hear that you are doing so well. All I can say is stick to it.

I have had one of the hardest jobs in the woods so far, but I think I will change off tomorrow and go at something else. I have been working on the landing. We have to get up at 2:30, get breakfast at three, and then walk four miles to work and take a cold dinner with us, and get back to the shanty all the way from 7 to 9 o'clock. So you see we have pretty long days in the woods. Two suppers in one night; that is more than you can get in a civilized community.

And then after supper we roll into our soft, downy couch of lousy blankets, and lay and listen to the mocking bird, with music by the entire band, and snoring in seven different languages, mostly imported — professional snorers from Germany and Norway, warranted never to miss a note and to keep in any climate, and while the beautiful odor of wet socks and foot rags is heard in the near distance, and finally half asleep to such music, only to be awakened in a few minutes by the melodious voice of the cook singing, "Roll out your dead bodies, daylight in the swamps," etc.

Then we get up and go into our sumptuous repast of fricasseed pork and beans on the half shell, with a basin of reduced ice water boiled and flavored with copperas, and called by the low and uneducated 'tea.' Such is life in the woods, but as for me, give me six months twice a year in Waupun or some other place of enjoyment.

Well, Ralph, I hope you will learn some useful trade that will keep you from ever having to go to the woods. If I get out this time I will stay out, and don't you forget to recollect to remember it." — *From The Dunn County News, Menomonie, Wisconsin, May 27, 1882, Page 4.*

Forest History Association of Wisconsin, Inc.

Membership Application

Please enroll me as a member and participant in the Association's program of developing the educational and historical aspects of Wisconsin's forestry and logging industry. Attached is payment for:

- | | |
|---|-------------------------|
| _____ Student Membership (\$10.00) | Other Contributions: |
| _____ Individual Membership (\$20.00) | |
| _____ Family Membership (\$30.00) | \$ _____ Student Awards |
| _____ Non Profit Membership (\$30.00) | \$ _____ Capital Fund |
| _____ Corporate Membership (\$55.00) | \$ _____ Operations |
| _____ Individual Life Membership (\$250.00) | |

Name _____

Address _____

City _____ State _____ Zip _____

Phone Number _____

E-mail Address _____

Detach and mail this application with payment to:

**Forest History Association of Wisconsin, Inc.
P.O. Box 186, Bangor, WI 54614**



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