

Proceedings
of the
Twenty-sixth Annual Meeting
of the
Forest History Association
of Wisconsin, Inc.

September 21-22, 2001
Stanley, Wisconsin



Founded, 1975

“The past is but prologue to the future”

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Foreword

The following text comprises the official transactions conducted and the papers presented at the twenty-six annual meeting of the Forest History Association of Wisconsin, Inc. (FHAW). The two-day meeting took place on September 21 and 22, 2001 at the Stanley Area Historical Society in Stanley, Wisconsin.

Director Eugene and Delores Harms were responsible for making necessary arrangements for the tour, securing a location for the meeting, and contacting the speakers. The tour took the group to various historic sites in and around Stanley, including: the IKE International Corporation, the Hanna M. Rutledge Home for the Aged, the Cook-Rutledge Mansion, and the School District of Cadott School Forest. The Friday tour was concluded by a visit to Cabin Ridge Rides where horse-drawn wagons transported meeting attendees to a cabin located on the banks of Paint Creek in Cadott, Wisconsin. At Cabin Ridge FHAW members were treated to a banquet dinner and a historical presentation detailing a 150 years of history along Paint Creek.

The newly renovated and expanded facilities of the Stanley Area Historical Society served as an excellent meeting location. The meeting room proved more than accommodating and members had the opportunity to take part in guided tours of the exhibit galleries. David Jankoski of the Stanley Area Historical Society and current Mayor of Stanley, also deserves a special thanks. Not only did David present a paper, but he also assisted in making meeting and tour arrangements.

The papers presented on Saturday were all excellent and provided an overview of the Stanley area's history. Each presentation provided insight into an interesting aspect of the area's past, and when considered together they presented a multi-faceted perspective of the larger story of the area's heritage. Dr. Randal Rohe began by detailing the origins of the Northwestern Lumber Company at Porter's Mills. Three members of the Stanley Area Historical Society, then advanced this story by speaking on the Northwestern Lumber Company's role in the development of Stanley, the Stanley, Merrill & Phillips Railroad and the Stanley Fire of 1906. Dr. Robert Gough's talk on the development of tourism in northern Wisconsin expanded the geographical scope of our focus and moved our thoughts to what became of the land after the lumber industry exhausted the timber.

The annual auction concluded the meeting and provided entertainment in addition to raising \$790.00 for the organization. The auction was an excellent ending to a wonderful meeting. From those of us who had the good fortune of attending the meeting, thank you for all your excellent work Eugene and Delores!

We invite any reader who is not already a member of our organization to join us in preserving a record of Wisconsin's forest history. To learn more about our organization and to request a membership application, write to: Executive Secretary, Forest History Association of Wisconsin, Inc., PO Box 1001, Marinette, WI 54143-1001.

Kurt Korten Hof,
Editor

President's Report

Good afternoon ladies, gentlemen, members, wives, husbands, and friends of the Forest History Association of Wisconsin. I want to give you a hearty welcome to Stanley for our twenty-sixth annual meeting.

I am John Cline, your president, elected in October of 1999 for a two-year term. It has not been too easy for me considering my lack of experience in the forestry part of our economy and our tragic loss of Frank Fixmer who was to be my mentor. Fortunately for me and maybe the association my term ends soon and someone else can lead us into the future.

During my term we have had many ups and a few downs as is to be expected. Our membership has been declining. Unfortunately death and declining health has caught up with some of our charter and long-term members, but some new and energetic members have joined and will lead us into better days. We need more of these new members, so sign up a new member.

Our treasurer's report has not been consistently clear to me, but it looks like our financial position has remained constant.

At the last annual meeting the members agreed to commit our treasury to provide funds up to \$25,000 to assist Dr. Randall Rohe in publishing his book, *Ghost Towns of Wisconsin*. Your Directors on November 2, 2000 further refined this decision after hearing quotations and details of forecasted distribution and sales. A resolution was passed to approve financing. A contract between Dr. Randall Rowe & the Forest History Association of Wisconsin, Inc. outlining recovery of funds expended, was signed March 31, 2001. To date I have not heard of money being forwarded nor a firm printing date.

At the November meeting the Directors agreed to the 2001 meeting being held here in Stanley with Eugene Harm to plan and host it. By February 27 Eugene and his helpful wife Delores had completed most of the planning and sent me an outline of their tentative arrangements for both the Friday tour and the Saturday program. The Directors on May 23 refined the outline and gave it their approval.

Due to the birth of a son and his increased family obligations Ray Clark resigned as editor and publisher of *Chips & Sawdust*. Kurt Kortenhof has agreed to take on the responsibility, as well as serving as editor for the Annual Proceedings. Welcome aboard Kurt. Our ever-busy Director Don Lambrecht, serving as our member of the Forestry Hall of Fame, shepherded through our nomination of the late Forest Stearns as the 2001 recipient. Stearns was elected on May 24 to this prestigious position. He will be inducted later today with members of his family in attendance and Gerald Vandehei, Chairperson of the Hall of Fame, making the presentation.

Don Lambrecht also is working energetically to have the photo-display boards permanently protected.

He is also on the nominating committee of this organization to name Directors for two-year terms to succeed John Cline, Bob Brisson, Eugene Harm and Tom Albrecht. All have agreed to accept renewed nomination. Michael Sohasky has asked to be released from his obligation as Director. Dean Einspahr has agreed to accept the nomination.

The following members have been elected as Directors for a two-year term: John Cline, Bob Brisson, Eugene Harm and Tom Albrecht. Dean Einspahr will complete Michael Sohasky's term.

One of our long-term members, Mary Roddis Connor, passed away on October 1, 2000. Let us have a few moments of silence to reflect on her. May her soul rest in peace. It has been reported to me that she left the Forest History Association of Wisconsin a bequest in her will. No amount or settlement date is known.

Let us take a few moments of silence to reflect upon the innocent victims of terrorism in Washington, New York and Pennsylvania.

If you pass through raging waters in the sea, you shall not drown.

If you walk amid the burning flames your shall not be harmed

If you stand before the power of hell with death at your side

Know that I am with you through it all.

John A. Cline,
President

Twenty-Sixth Annual Meeting

Forest History Association of Wisconsin

Stanley Historical Society—Stanley, Wisconsin

Forest History Tour, Stanley Area **Friday, September 21, 2001**

- 8:30 Registration; Coffee, Cranberry Juice and Rolls
- 9:00 Welcome by David Jankoski, Mayor, City of Stanley
- 9:30 Tour of IKE International Corporation; conducted by Doug Kronig IKE is a producer of world-class veneer selling to domestic and international markets
- 10:30 Break
- 10:45 History of Stanley International, LTD—sale of logs in the Far East—David Bierzynski, Owner

- 11:30 Lunch - Soup and Sandwiches

- 1:00 Travel by bus from Stanley to Cadott School Forest
- 1:30 History of School Forest by School Administration
- 2:45 Travel by bus to Chippewa Falls
Tour Cook Rutledge Mansion and Rutledge Home for the Aged
- 4:00 Cabin Ridge Rides: Ride back in time where the chorus of nature is the only sound heard
- 5:30 Banquet Dinner
Program: Judy and Rusty - 150 Years of Family History Along the Paint Creek

Forest History Meeting **Saturday, September 22, 2001**

- 8:30 Registration; Coffee, Cranberry Juice & Rolls
- 9:00 Welcome - John Cline, President, FHAW
- 9:10 "Porter's Mills and the Beginnings of the Northwestern Lumber Company" - Dr. Randy Rohe
- 9:45 "The Northwestern Lumber Company and Stanley, Wisconsin" - Fred Evans
- 10:05 "The Stanley, Merrill & Phillips Railroad" - David Jankoski
- 10:25 "The Stanley Fire of 1906" - Connie Pozdell
- 10:45 Break
- 11:00 Tour of Stanley Historical Society Buildings

- 12:15 Lunch

- 1:00 FHAW Awards - Dr. Randy Rohe
- 1:15 "Development of Tourism in Northern Wisconsin, 1900-1940" - Dr. Robert Gough
- 2:00 FHAW Business Meeting
- 3:00 Break
- 3:15 Auction
- 5:00 Conclusion of the 26th Annual Meeting

Forest History Tour - 2001: The Stanley Area

The forestry history tour for 2001 began at the Stanley Area Historical Society where David Jankoski, Mayor of Stanley, and several other members of the Stanley Area Historical Society gave the group a warm welcome. They gave a brief history of the society and encouraged the FHAW members to take the time in the course of their stay to visit the exhibits. Those who did found some impressive exhibits and some delightful memories.

The first stop was in town at Ike International Corporation where Doug Kranig told the group about the history of the mill and then conducted a tour through the facility. The mill mainly manufactured basswood and maple veneer for export to Japan. While the plant was old it was still productive and an interesting facility to tour.

On the way to the Cook-Rutledge Mansion we stopped to view the Hanna M. Rutledge Home for the Aged. Edward Rutledge built the structure in the early 1900's in memory of his beloved wife Hannah.

On to the Cook-Rutledge Mansion, listed in the National Register of Historic Places. The mansion is a lavish two story red brick home surrounded by a wrought iron fence. The following is paraphrased from the brochure about the mansion. It was built in 1873 by James Monroe Bingham for a completed cost of \$7,500. James Bingham was elected Lieutenant Governor of Wisconsin in 1877, re-elected to a second term and in 1883 was elected mayor of Chippewa Falls. He died on January 8, 1885 and in 1887 the mansion was sold to lumberman Edward Rutledge who immediately began extensive remodeling, making the mansion one of the most elegant homes in northern Wisconsin.

Edward Rutledge died in 1911 at the age of 77. The mansion was owned for very brief periods by Frederick Weyhaeuser and by Chippewa Falls businessman Christopher Sundet. The Mansion was purchased by Dayton Cook, an attorney, in 1915. Mabel Cook, the surviving member of the family, sold the house to the Chippewa County Historical Society in 1973.

Inside we were greeted by Dimitria Gray and Jinz Smith who were our tour guides. The house had been authentically and meticulously restored and provides a stunning insight into the wealth and social position of a highly successful lumberman of the period. Our hosts made the tour exceptionally meaningful with the knowledge they had of both the families that had lived there, the customs of the time and the details of the construction and use of the house. Those of you not able to be on the tour would find the stop a most interesting and rewarding one if you are in the area.

The next stop was the School District of Cadott School Forest. This is unique 160 acre school forest under the management of a very unique, energetic and insightful person, Mr. Guy Habeck, Superintendent of the Cadott Public High School.

Unlike many school forests in Wisconsin, this one is used extensively and maintained by the community at large. A portion of a handout describing the forest development and usage is reproduced below.

School Forest Development

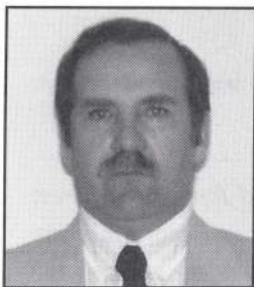
- April 23, 1974* *The 160 acre school forest was donated by Earl and Eunice Liddell to the school district.*
- 1993-1995* *Selective timber harvesting with the revenues of \$17,198.48 was reserved for development of the school forest.*
- 1994-95* *Two gifts totaling \$100,000 from Eunice Liddell were received for school forest improvements, environmental education materials, and items and materials the school board felt would enhance the use of the school forest by the school and the community.*
- Summer 1995* *An access road crossing Dutch Creek was constructed along with clearing of the building site and initial trail development.*
- Summer 1996* *A 44' x 76' environmental education building along with further trail development was completed. The building includes a classroom area, serving kitchen, washrooms, educational office/storage, general storage, and a coat room.*
- Summer 2000* *The Army Reserve completed the installation of a bridge crossing Drywood Creek allowing access to the remaining 80 acres of land. Trails in this area were constructed.*
- Summer 2001* *The Army Reserve completed the installation of a cover on the bridge resulting in a "covered bridge" for students to safely cross the creek and to use as a shelter when caught away from the main building during a rain storm.*
- Use of the facility by community groups such as 4-H, scouts, FFA, nonprofit public community service groups and school groups for environmental education and meetings may be requested. As a school facility, smoking or alcohol use is prohibited. The facility is not available for wedding, anniversary, and birthday celebrations as that is not the purpose of the facility and the school district does not want to compete with local businesses and churches that currently provide for these community needs.*

The final stop was at Cabin Ridge Rides when we were taken in wagons drawn by beautiful Pershing horses, to a cabin in the woods for delicious barbequed chicken. Judy Gilles provided dinner entertainment by relating a 150 years of family history along Paint Creek. A written version of Judy's presentation appears on page 37 of this publication—don't miss it!

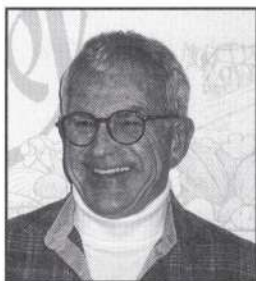
Eugene and Delores Harm are applauded for setting up an excellent tour and meeting place. The Stanley Area Historical Society building was a tour in itself with excellent displays of early Stanley, its Wisconsin activities and work places. Mayor Jankoski and the Stanley Area Historical Society were marvelous hosts as well. If you didn't attend this meeting and tour, you are encouraged to visit some of the places mentioned, and especially to stop and visit the Stanley Area Historical Society.

Miles Benson,
Director

Our Speakers



Dr. Randall Rohe, Waukesha, Wisconsin—is both a past editor and contributor of this publication as well as a member of the Board of Directors of FHAW. Randall received his Bachelor of Arts Degree from Carroll College in Geography, a Masters and Doctorate Degrees from the University of Colorado in Historical Geography and also has a Masters Degree from the University of Wisconsin—Milwaukee in Archaeology. He has taught at the University of Wisconsin—Waukesha since 1983 and has over 30 publications relating to forest history to his credit.



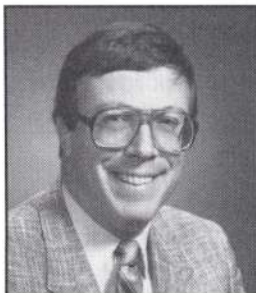
Fred Evans, Stanley Wisconsin—was born in Stanley and has recently returned to the area. Fred is an active member of the Stanley Area Historical Society and has served as Vice President for the 1999 - 2000 term. He earned his Bachelor of Arts Degree from Morningside College in Sioux City, Iowa and his Master of Arts Degree from Michigan State University. Before returning to the Stanley area, Fred taught at the American Schools Overseas in Germany.



David A. Jankoski, Stanley, Wisconsin—is currently the Mayor of Stanley and past president of the Stanley Area Historical Society. David earned his Bachelor of Arts Degree from the University of Wisconsin—Eau Claire and his Master of Science Degree at the University of Wisconsin—Milwaukee. In addition to his ongoing involvement with the Stanley Area Historical Society, David is also active in: the Chippewa County, Thorp Area, Clark County and Wisconsin State Historical Societies. He has held the post of President of the Wisconsin Council for State and Local History and served on the Board of Curators for the State Historical Society of Wisconsin.



Connie Pozdell, Stanley, Wisconsin—was born in Stanley Wisconsin and graduated from Stanley-Boyd High School. She is a long-time and active member of the Stanley Area Historical Society. Her presentation focused on the Stanley Fire of 1906.



Dr. Robert Gough, Eau Claire, Wisconsin—published *Farming the Cutover: A Social History of Northern Wisconsin, 1900-1940* in 1997. He earned his Bachelor of Arts Degree from Rutgers University and his Master of Arts and Doctorate Degrees from the University of Pennsylvania. After teaching at Union College in New York and at the University of Arizona, Robert joined the faculty at the University of Wisconsin—Eau Claire where he has taught courses in American history since 1981.

Porter's Mills and the Early Development of the Northwestern Lumber Company

By Randall Rohe

While many people know the important role that the Northwestern Lumber Company played in the development of Stanley, few realize the company traces its beginnings to the 1860s and a place called Porter's Mills. Since the choice mill sites along the Chippewa River had been claimed earlier, many owners who built sawmills in the 1860s were forced to choose sites which possessed no particular advantages for holding logs. While not as important as insufficient capital, this fact contributed to the failure of many firms. A few mills escaped the full force of ice and high water by exploiting slight natural advantages of their sites. The mill erected at what eventually became Porter's Mills was located on the left bank of the Chippewa River about four miles below Eau Claire. Here a slough or lagoon provided some protection for log storage.

Charles Warner began the erection of a sawmill with a capacity of 20,000 feet per day in 1863. In early March 1864, the *Eau Claire Free Press* reported the mill nearly completed and described it as "one of the best located and substantial structures of the kind to be found in the country." That fall the firm of Porter, Brown, and Meredith purchased the mill and adjoining property for \$8,000.

When the mill started up in 1865, there was only one house there. It was occupied by the few men then required to run the mill. In October 1866, fire completely destroyed the mill. The estimated loss was about \$15,000. After the fire, Porter bought out the interests of Brown and Meredith. Porter had just enough money left to pay off his men. His employees, however, "had the most implicit faith and confidence in his integrity and honor," and after receiving their pay came to him in a body and requested that he hold their money for them. Before the end of the month, the timbers for the new mill were ready and the work of rebuilding was progressing "as fast as possible." The new mill was erected in just thirty days or "almost before the smoky ruins of the old mill had become cold." Porter rebuilt the mill on a much more extensive scale, with a capacity of 40,000 feet of lumber per day.

Gradually the mill and its surrounding buildings became known as Porter's Mills. Gilbert E. Porter, the owner, was born at Freedom, New York in 1829. His family moved to Almont, Michigan in 1831, and he spent his youth there on a farm. After graduation, he continued working on the farm and teaching school until 1856. At the age of twenty-seven, Porter started west in pursuit of the proverbial "fame and fortune." He reached Eau Claire, Wisconsin in 1857 and secured a position with Chapman and Thorp, forerunner of the Eau Claire Lumber Company, with whom he remained for a little over a year. He then assumed management of the *Eau Claire Free Press*. In 1864, he sold his interest in the paper to the Stocking brothers and entered the lumber business.

In May 1867, D. R. Moon purchased a half interest in the Porter mill property, and thereafter the firm conducted business under the name of Porter and Moon. Delos R. Moon was born in Chenango County, New York on August 29, 1835. His family moved to Kendall County, Illinois in 1843, where they resided for two years before moving to Aurora, Illinois. At the age of nineteen, Moon secured

employment as a bookkeeper in the bank of Hall Brothers of Aurora, where he remained until 1857. In that year he was sent by Hall Brothers to take charge of their bank at Eau Claire, Wisconsin. During the next six years, Moon engaged in buying and selling timberlands, logs, lumber, and general merchandise, which eventually led to his partnership with Gilbert E. Porter at Porter's Mills.

A visiting correspondent of the *Eau Claire Free Press* described Porter and Moon's mill in the fall of 1867 as "one of the liveliest little mills on the river." It had a capacity of 35,000 feet of lumber and 20,000 lath per day. A blacksmith shop, carpenter shop, boarding house, combination small store and office, lodging house, ice house, stables, granary, and eleven dwelling houses for mill laborers adjoined the mill. A total of fifty-two men were employed by the milling operation.

In the spring of 1869, the correspondent of the *Free Press* again visited Porter's Mills and noted the many "substantial improvements," which had been made in the mill and surroundings since his last visit. Among other things, the capacity of the mill had been increased to 60,000 feet of lumber per day, water tanks had been added, and the lath mill had been enlarged. The many new buildings erected on the mill grounds for the accommodation of workmen employed in the mill particularly attracted his attention. These buildings were "much more spacious, attractive and substantial than are usually seen about lumbering mills in this valley and are proofs of the enterprise of the proprietors." The reporter estimated that "the mill, appertences, pine lands, etc." were worth \$90,000.

Randall Rohe Collection

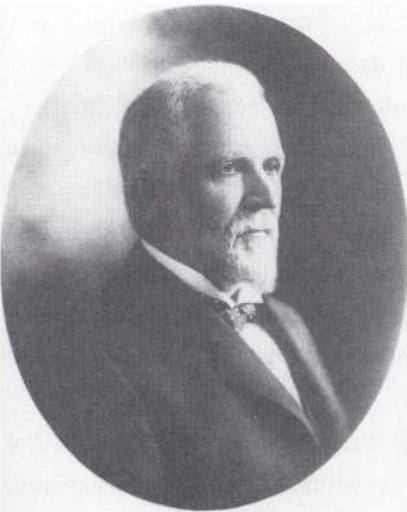


Figure 2: Sumner T. McKnight, circa 1900.

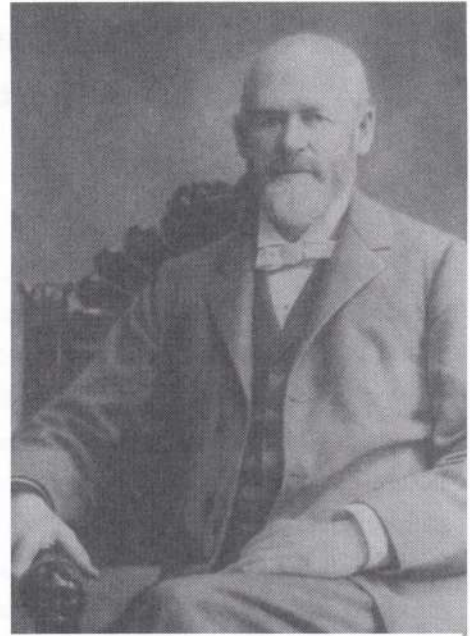


Figure 1: D.R. Moon, circa 1900.

In 1869, Porter and Moon established a wholesale lumberyard at Hannibal, Missouri. The following year the firm sold a third interest in their mill property, pine lands, and other holdings to S. T. McKnight of Hannibal, Missouri. McKnight, in turn, sold them an interest in his lumberyard, planing mill, and related property in Hannibal. When Porter and Moon consolidated their interests at Hannibal with those of S. T. McKnight, the firm's name there became S. T. McKnight and Company. The manufacturing business at Eau Claire was continued under the title of Porter, Moon and Company.

Sumner T. McKnight was born at Truxton, New York in 1836. At sixteen years of age, he went west to Ripon, Wisconsin, where he became a clerk in a general store. Two years later, in a similar capacity, he entered the employ of George N. Lyman at Wausau, Wisconsin. Two years later, he became general manager of Lyman's entire mercantile, logging, and lumbering business. He

continued in that position until 1859, when Lyman disposed of his interests in Wausau. From 1859 to 1862, McKnight operated a general store at Blue Earth City, Minnesota. In 1862, he entered into a partnership with J. B. Price for the operation of a wholesale and retail lumberyard at Hannibal, Missouri. This partnership lasted six years and led to his association with Porter, Moon and Company.

In 1873, the firm of Porter, Moon and Company incorporated as the Northwestern Lumber Company with G. E. Porter, president; D. R. Moon, vice president; S. T. McKnight, treasurer; M. E. O'Connell, secretary; and a capital of \$300,000, afterward increased to \$443,900. At this date, the sawmill produced 100,000 feet of lumber, 30,000 feet of lath, and 50,000 shingles daily, using two circular saws and one gang saw.

By 1873, the settlement at Porter's Mills had grown to a "handsome little" village of fifty houses with some two hundred inhabitants, forty permanent families, and a considerable "floating" population. It had named streets and numbered houses—with daily mail and stage, steamboat, and telegraph connections to Eau Claire. In 1873, Porter's Mills contained thirty-two company-owned houses, described as neat cottages, near the mill for the accommodation of the married employees. The company rented the houses at \$75 per annum, with fire wood furnished at the door. While the company influence extended to the town's residential district, it did not control it. Many people built and owned their own homes. In 1875, the Northwestern Lumber Company erected a second mill for the manufacture of shingles, as well as lumber. The growth of manufacturing at Porter's Mills corresponded to a growing population. In 1875, the population reached some 250, and in 1876 it totaled 300.

In 1878, the Northwestern Lumber Company purchased the sawmill of the Wheaton Lumber Company north of Eau Claire. This mill had a capacity of 50,000 feet of lumber per day. By 1879, the company's mill at Porter's Mills was averaging 120,000 to 125,000 feet of lumber and 85,000 shingles per day. That year the company undertook a number of improvements that included construction of a planing mill to prepare lumber for the western market. The flood of 1880 washed out the mill at Wheaton, and the company decided not to rebuild. Instead, the company built a second sawmill at Porter's Mills.

In 1883, James T. Barber was elected assistant treasurer of the company and a year later he was made vice president. James Barber was born in Ashfield, Massachusetts on January 25, 1847. In 1863, Barber went to Springfield, Massachusetts and secured a job as printer's devil in the office of the *Springfield Republican*. He spent six years as office boy, compositor, proofreader and then manager of the mailing department.

In 1869, Barber, in partnership with his brothers, became interested in a small hemlock sawmill at Colerain, Massachusetts. In 1870, at the age of twenty-three, he accepted an invitation from an uncle named Hayward to come to Hannibal, Missouri. There he obtained a position with the wholesale grocery and produce commission house of Hayward and Loomis. In 1873, he entered the employ of the lumber

Randall Rohe Collection



Figure 3: James T. Barber, circa 1900.

firm of Davis, Bockee and Garth. Two years later, Barber began working as a bookkeeper for the Northwestern Lumber Company at Hannibal. From that position, he rose steadily through the intervening years to eventually become president and general manager of the Northwestern Lumber Company.

Until 1883, the Northwestern Lumber Company rafted all their lumber from Porter's Mills to Hannibal, Missouri for distribution into Missouri, Kansas, Nebraska, Texas, and Oklahoma. In 1883, the Chicago, Milwaukee and St. Paul Railroad built its Chippewa Valley division through Porter's Mills, and the company began piling a portion of their output there and distributing it by rail through the Northwest, at first largely into Minnesota and South Dakota. As trade conditions changed, they abandoned their Hannibal yard and in 1886 began piling and distributing their lumber broadcast through the entire country. Besides the erection of a planing mill, these changes necessitated the construction of dry kilns, sorting sheds, and warehouses. The town was surveyed and platted as Porterville in the fall of 1883. In the post office records and railroad timetables, however, it remained Porter's Mills. Newspaper articles and correspondence used both names.

In 1885, the Northwestern Lumber Company replaced its circular saw with a band saw, the first adopted in the Chippewa Valley. The *Lumberman* wrote "The new band saw introduced during the winter works charmingly and its operations are being vigilantly watched by other mills. The saving of lumber in cutting is the main feature, and if successful in an economical measure the machine will likely be adopted in the mills in this direction generally." At this date, the mill employed about 300 men and about 700 people lived in the village. In 1886, the Northwestern Lumber Company purchased a block of timberland and a sawmill at Sterling, Wisconsin.

By 1887, Porter's Mills was nearing its peak. The Northwestern Lumber Company was doing its largest business ever. The company employed between 350 and 450 men. "The population of Porterville is 800, and the town is booming," reported a correspondent of the *Eau Claire Leader*. The output for the

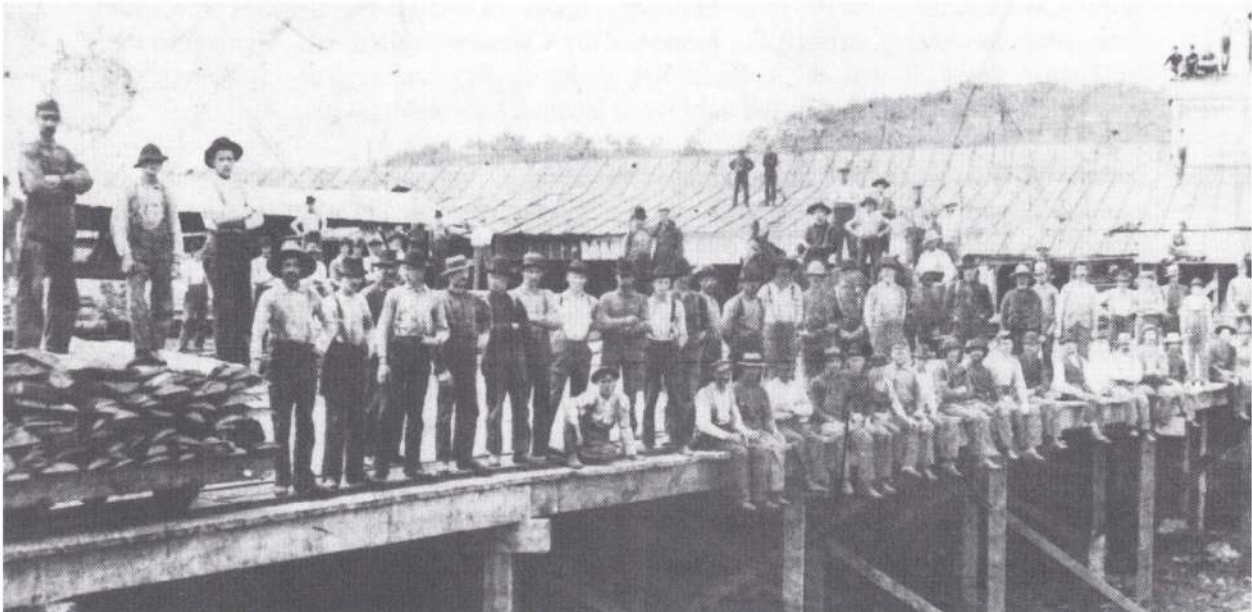
Courtesy of the State Historical Society of Wisconsin



Figure 4: Porter's Mills, 1890s.

mills at Porter's Mills for the season of 1888 was 45,000,000 feet of lumber, 25,000,000 shingles, and 10,000,000 lath - the best season's work ever accomplished. At this time, the manufacturing facilities of the Northwestern Lumber Company consisted of twelve buildings, and the company employed 457 workers.

Porter's Mills probably reached its peak in 1890-1891. The *Leader* wrote that "Porterville is booming this year and the population will be nearly double what it was before." The census of 1890 gave the population of Porter's Mills as 1,194. Even at its peak, however, there were signs of Porter's Mills' impending decline. In 1890, the Northwestern Lumber Company purchased the controlling interest in the Montreal River Lumber Company at Gile, Wisconsin, and continued to operate under that name, with Sumner T. McKnight as president and J. T. Barber as secretary.



Courtesy of the Chippewa Valley Historical Museum

Figure 5: Members of the mill crew at Porter's Mills, 1890s.

The operations of the Northwestern Lumber Company at the other points became more and more important, and in 1891 the offices and many of the officers of the company moved to Eau Claire, thereby reducing the population of Porter's Mills by some twenty-five. In 1892, in order to increase its output, the Northwestern Lumber Company bought the Eau Claire Lumber Company's plant at Eau Claire. The purchase included timber holdings, the sawmill, waterpower, yards, office, and other buildings. In the same year, the company erected a double band and gang mill at Stanley, Wisconsin and began constructing a logging railway in connection with it.

By 1895, the population of Porter's Mills had declined to 900. Males accounted for 56 percent of the population and over 60 percent of them were married. Scandinavians, with 53 percent of the town's population, represented the largest single ethnic group. Native born (Americans) was next, with 44 percent. The remaining population consisted largely of natives from Ireland and Canada.

By 1898, the Northwestern Lumber Company manufactured 100,000,000 feet of lumber annually, of which more than three-quarters was white pine and the remainder hemlock and hardwoods.

In February 1899, the *American Lumberman* announced the closing of the mills at Porter's Mills, and in March a correspondent of the *Mississippi Valley Lumberman* penned an eulogy for Porter's Mills:

With the passing of Porter's Mills in the Chippewa Valley just below Eau Claire, an historic landmark is gone. The Chippewa waters have been for years supreme in point of interest, both sordid and romantic in white pine operations, and while, scattered along its banks are many abandoned mill sites, none means anywhere near so much as the permanent closing of the mill at Porter's Mills. Other mills have "sawed out" and gone to the junk heap, but few of them have had the halo of memory about their history which marks the going out of this old mill.

Porter's Mills is the skirmish line--the early outpost--of a commercial battle which for thirty years has swung through the forests of the Chippewa valley and extended to the far Pacific coast. It was the commencing point of large achievements. It was the snowball that has rolled and rolled until it has become a commercial glacier.

Porter's Mills is gone, and the secondhand machinery list yawns for the bargains its equipment will make. And so goes out one of the earliest and oldest mills of the Chippewa Valley--which is only one more reminder that the ravage of the forest is nearing the end.

With the mill's closing the town's population rapidly dwindled until it contained 50 people or less between 1901-1904 . Stanley and Eau Claire, where the Northwestern Lumber Company had mills, received most of the former population of Porter's Mills; the rest scattered through the state and to lumber towns in the Pacific Northwest. In 1902, the last building in Porter's Mill, the Modern Woodsmen's Hall, was moved away leaving Porter's Mills a building-less ghost town. Workmen raised the hall in midwinter and placed it on several large logging sleds. Fifteen teams of horses then hauled the large structure to Mount Hope, several miles away.

The enormous increase in the business of the Northwestern Lumber Company is strikingly illustrated by the fact that at its inception in 1873 there were in the employ of the concern seventy-eight men, whose compensation amounted to \$26,676. In 1897, it had in its employ 1,282 men, with a yearly payroll of over \$373,000. In 1873, the company produced 15,000,000 feet of lumber; in 1897 it produced 108,000,000 feet. This remarkable growth began with a single sawmill at Porter's Mills.

The Northwestern Lumber Company and Stanley, Wisconsin

By Fred Evans

Time's deletions, like a computer's, are not really deleted. A computer troubleshooter can restore what the keyboard has lost, and the past is never quite gone. Historical change slides back, too, deteriorates sometimes for a hundred years, awaiting the chance to become real again.

We try to restore some of the historical memory today.

The Northwestern Lumber Company of Stanley is just that history deletion. Not unlike a technician, my recent research attempts to bring back this company, a company that has played such an important role in the founding of this city.

Courtesy of the Chippewa Valley Historical Museum



Figure 1: *The Northwestern Lumber Company. Logs float in what is now called Chapman's Lake.*

Author's Note: *New resident Fred Evans begins to discover his Stanley, Wisconsin roots... I wouldn't be here today without the company. My grandfather was called to work for the company as their optometrist. He continued on after the mill closed to have a jewelry and optometry store in town. I was born here, but only just recently returned to discover the history of Stanley. Let me share with you just one discovery.*

Once, Stanley was a little place among the tall virgin white pines of north central Wisconsin with only few inhabitants. Close to Stanley and to the north, dense pinewoods contained some sixteen million feet of some of the most beautiful pine as ever grew in Wisconsin. Straight and clean, unmixed with timber of any other sort, the lordly trees crowded each other. Towering aloft more than a hundred feet, these trees represented centuries of growth. These were the greatest of pines. One 16-foot butt log from here scaled a record 1200 board feet. When the Northwestern Lumber Company relocated here in 1891 to take advantage of their vast tracks of lands north of the little place, Stanley began to expand.

Courtesy of Stanley Area Historical Society



Figure 2: *Huge virgin pines north of Stanley required two sawyers. The father-and-son team of David and Ralph Kienholz cut pine north of Stanley, Wisconsin, circa 1917.*

From about 1891 to 1901, Stanley prospered; its population reached 2,500 making it the second largest city in Chippewa County. This was during the time that Mr. Delos Moon relocated the Northwestern Lumber Company and hastily carved up the forests providing an industry that brought people to Stanley along with all the requisites necessary to become a lumbering town.

Moon was born in 1853 and died on November 5, 1898. Rising from a common laborer, he soon made a fortune in the lumber industry. Stanley was an intended monument to himself and the million dollar enterprise which he created.

The company erected the local saw mill in the summer and fall of 1891. The mill sawed its first log on that New Year's Eve. The plant included the sawmill with two band saws and a gang saw. The plant also included horse barns to house the animal timber workers, an office, hot pond, loading platforms, and other accoutrements necessary for dealing with wood. Several logging camps cleared the vast tracks owned by Northwestern. Before the mill was built at Stanley, a dam was already in existence on the Wolf River—Boon's Dam—and each spring pine logs cut during the winter were floated down

the river to distant mills. Indeed, without a mill here, the logs were steered down to connect with the Eau Claire River, and then on to the mills at Eau Claire and Porter's Mills—an arduous task. The process of floating the logs down the river to other distant Northwestern Lumber Company mills—with many log jams—was not economical, and often dangerous.

The process of developing a lumber mill at Stanley involved erecting a new dam closer to Stanley on the little Wolf River to create a mill pond. Its legacy remains to leave us today with Chapman's Lake and Park, our popular recreation area. Markers now point out where the mill stood on the east side.

The previous starting point of the company was at Porter's Mills—now only an historic landmark—south of the main office in Eau Claire. This was one of the largest companies that ever operated and the oldest in the Chippewa Valley. Soon, with the company established in Stanley, railroads looked to the possibility of profits, and they built lines from the wooded areas to the plant. Trains hauled logs directly to Moon's mills with branch lines reaching untouched areas of forest. The train system also allowed the company to ship out finished lumber to southern markets. No longer dependent on the river, Northwestern cut timber year round and expanded its harvest to the hardwoods of oak, birch, hemlock and maple previously ignored because they did not float well. In 1902, the Northwestern Lumber Company completed the last drive on the river, thus bringing an end to the Wolf River log drives, which had endured for more than fifty years. Now the Stanley, Merrill, and Phillips Railway, built in 1892, would reach into the north woods and carry logs to the Stanley mill.

The new mill required workers and they came, many with their families, from the closed mill in Porter's Mills and from the main mill in Eau Claire. The company built homes for the workers along what became known as Red Row, so called because of the cottages' color. Some are still standing on Broadway now color-softened to white. Company power provided Stanley with electricity. Company merchants arrived to provide goods and services.

Schools, churches, libraries and newspapers were encouraged. The company donated land to any church wishing to start up in Stanley. In respect for the many prominent men of the company, the city named many streets after them. Chapman's Lake, the former mill pond was named after the plant superintendent. Moon Park, an area of town where Moon built his Stanley home, remains that name today in most citizen's minds. The aura of a real town was created.

In 1893, the mill employed 175 men in the mill proper and more in the surrounding camps. Men started at one dollar a day. When the worker's salary got to around \$35.00 a month, he could start looking around for a more permanent life style. When he began to make nearly \$50.00 a month, he could afford to get married and rent one of the company houses. By earning chits instead of salary, all the wages could be spent within the company store without seeing any actual cash. Northwestern's company store carried everything a family would need.

The company store probably provided the most important factor in Stanley's growth. Built in 1892, it was lighted with eighty electric lamps, heated by a steam furnace, and furnished with an elevator. Seven clerks were employed and this surpassed other general stores in the surrounding area. Later, as many as 20 clerks were added with expansion and trade. The stock of the store included everything in dry goods, groceries, provisions, furniture and jewelry, all fairly priced and fine

merchandise. It attracted trade from miles around for this concern had offered a ready market for every farm product. Farmers obtained the highest prices for their produce and meats.

Many newly established, but struggling, local farmers could be under the company's employ during off-season winter months; the earnings were then used in the spring to buy farm animals, seeds and equipment.

The sounds of the mill controlled the daily routine. The mill had a deep-throated steam whistle which practically regulated the life of Stanley. The whistle had been removed from the Eau Claire mill and brought to Stanley in 1899. It would howl out to start the Northwestern Lumber Company's work day at seven, six days a week. More bellows signaled noon and six P.M., the ending of their day. The whistle also called for the volunteer fire department as well as many community events.

The company operated seven camps in the woods and gave employment to many men. One source claimed that the Northwestern employees numbered 1,282 in 1897, which accounted for a large number being able to come to Stanley. All lumber companies strove to get maximum efforts from their men, and thus emerged stories of vast proportions, staggering figures, and incredible feats by astonishing men.

The West Branch Camp sat four miles north of Stanley. The company considered it their finest virgin pine and kept constant watch as a protection against fire. Despite the romantic tales of loggers and their jobs, there really was no romance in spending from fall through spring without a bath. They believed at the time that bathing opened the pores to allow colds and pneumonia and they all dreaded having such a deadly sickness. Epsom salts and whiskey were the favored preventatives. Lice (or crumbs

Courtesy of the Stanley Area Historical Society

Save
Time and
Money
by
Trading
Here

NORTH WESTERN Lumber Company

High
Quality
Goods
at Rea-
sonable
Prices

ONCE more we thank the people of the Stanley Country for their splendid support that has made it possible for us to buy goods in carload lots, buying cheaper and saving freight, making it possible for us to give you the low prices you have enjoyed this year. Each of the departments represent a regular store. You can do all your trading here saving both time and money.

Grocery Department

Here you will find a complete and strictly high grade line of groceries, including all kinds of nationally advertised goods, a fine line of fancy groceries, and everything in staples including such meats as ham, bacon, salt pork, bologna sausage, etc.

(We pay cash for produce)

This department is becoming more popular every day. If we haven't what you want let us order it for you. We want your business, therefore we want to please you.

Hardware Department

This represents a complete hardware store where all kinds of staple hardware will be found, also includes glassware, crockery, and many novelties, and a splendid line of cutlery and last but not least our big noise Dupont dynamite with which it is a pleasure to raise rocks or stumps.

Clothing Department

This is a regular clothing store, including a complete line of haberdashery. Here will be found many exclusive lines such as Kuppenheimer Suits, Gimbel Hats and Caps, Monogram Outing Shirts, Ide Fancy Shirts and Collars, Stroth Overalls and many other well known lines, including the agency for the well known Ed. V. Price tailored to order suits.

Jewelry Department

In this department we carry a complete line of staple jewelry, including the Ingersoll and other watches up to \$6.50. Also percolators, chafing dishes, and other copper, brass, and nickel novelties; school supplies, staple druggist sundries and a complete line of staple and fancy candies.

Shoe Department

This also is a shoe store, the finest in the city, and is very popular both with the ladies and gentlemen. The Walk-Over line of men's shoes are here, also the great Bear Brand of rubbers. Our line of work shoes is very strong. The ladies find it possible to get a combination of comfort, style and price that is hard to beat. Come in and let us fit you.

Dry Goods Department

This is the department that pleases the ladies. Here will be found many popular lines such as the Kabo Corsets, Simmons' Gloves, Aetna Underwear, Gordon Hose, Etc.

Warehouse

This is where we do the most good buying, entirely by the carload, such goods as salt, flour, feed of all kinds, sugar, nails, fencing, roofing, etc. Our costs are low and so are our retail prices. Our wonderful business in this department proves that the people appreciate what we are giving them. We handle nothing but strictly high grade goods, guaranteed to give satisfaction.

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NORTH WESTERN LUMBER CO.

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WE WILL SERVE YOU RIGHT THAT WE MAY SERVE YOU OFTEN.

Figure 4: *This advertisement appeared in The Stanley Republican and illustrated that the company store carried nearly everything a resident would want, circa 1900.*

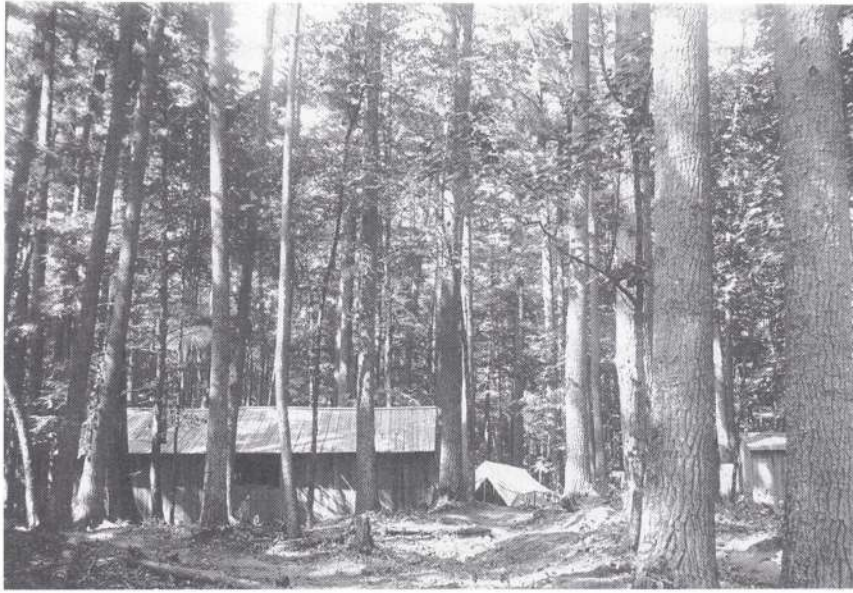


Figure 3: *The West Branch Camp four miles north of Stanley, circa 1910. The Company considered this their finest virgin pine and employed a constant watch as a protection against fires.*

or bluejackets or sidewheelers in lumberjack lingo) were a big problem. These body guests could only be removed by patience and kerosene. Men were instructed to use soap and water to keep down disease; however, more heeded one legendary logger who said, after being cautioned to take a bath, “I know it’s good to take baths. I took a bath a year ago, and I haven’t been sick since.”

The haste in harvesting pine in the 1890s resulted in a great deal of devastating waste. As much

pine was wasted as was harvested. It’s a guess why, but fire was one factor. Many cut logs were also lost on the river en-route to the mill, despite the company’s markings on each piece. Furthermore, in the speed to harvest the richest logs, more insignificant wood was left to rot which also added to this waste. Within a man’s lifetime, a mighty timber stand had been laid low, leaving worthless, brush-piled wastes of cutover land and scattered groves of second growth. The growing state and nation needed lumber undeniably, but the tragic fact is that not more than 40 per cent of the potential lumber ever reach a mill.

The company continued its presence in Stanley after the actual timber forests were cleared by keeping a real estate office open when all other aspects of the mill were closed down. The business sold the large tracks of land for potential farms. An advertisement in *The Stanley Republican* showed that the company was offering up its 150,000 acres of “fine farming lands... for the cheapest prices on earth.” The company offered tracts of land for as little as \$4.00 an acre, 25 per cent down, 5 per cent interest, and ten years to pay.

In addition to the depletion of forests, unionization also shortened the life of the mill. The *Republican* (a tool of the mill established by Moon in 1897 because the company heads didn’t care for the existing paper *The Stanley Journal*, thus enabling the company to voice its own opinion) reported that a strike for more wages and better conditions ended on June 8, 1920. The 34-day strike was unsuccessful with the workday remaining at 10 hours, considered a reasonable and generous workday by non-woodsmen. The paper was critical of outside union representation that attempted to represent the workers who considered their hot pond jobs too dangerous.

A fire in 1906 consumed the company store before anything could be saved. The fire started from the mill smokestack, effectively devastating the mill and with it much of the town. So important was the need for such a store, that a new brick building was soon in creation. With the sale to the

Farmer's Store in 1928, the only business that continued in the company name was the office selling real estate.

A piece of company equipment of great interest was the steam log hauler. It was made in Eau Claire—Northwestern purchased the first machine manufactured by Phoenix Manufacturing of Eau Claire. This was a modern, efficient innovation employed in the last days of the logging years. The log hauler was capable of hauling up to twenty-five loads of logs, about one million log feet, to the landing. Each log hauler was so powerful that it replaced 250 horses. During one demonstration the machine pulled thirty six sleds of logs. Its principal component was the design and structure of the tracks which propelled the machine. Though the U.S. Government didn't buy the idea, the owners took the machine to England where it was accepted, and the English used the design to create the first World War I tanks. There are only five log haulers left, and one can be seen at the Wabeno Logging Museum in Wabeno, Wisconsin.

Despite disadvantages that came with the mill, the lumber industry did help to keep Stanley alive with determination to become more than a saw dust city.

Acknowledgements:

Material for this article was gleaned from these publications and libraries:

- Pfaff, Tim. *Settlement and Survival: Building Towns in the Chippewa Valley, 1850-1925*. Eau Claire, Wisconsin: Chippewa Valley Museum Press, 1994
- *Stanley Our Town 1881-1891*. Stanley, Wisconsin: Stanley Area Historical Society, 1981
- *The Stanley Republican*, Centennial Edition, 1981
- *Chippewa Valley Museum*, library research and photo archives
- *Stanley Area Historical Society*, library and photo archives

The Stanley, Merrill and Phillips Railroad

By David A. Jankoski

The Stanley, Merrill and Phillips Railroad fit the saga that was part of the early development of America and certainly that of Wisconsin. It is the story of industry moving into an area, taking from the land and then moving on and leaving what remained behind. This was certainly true as it relates to the harvesting of timber in the Stanley area. Included were the logging camps that were built to support the lumberjacks, the small villages that sprouted up along the tracks and the railroad that developed in order to bring the harvested timber to a factory for processing.

As Paul Nagel, the author of *The Stanley, Merrill and Phillips Railway* and the foremost authority on this railroad so eloquently stated in his introduction to his writings on this subject, “where once the pine and hemlock stood against the horizon in every direction, a third generation now tills the soil. The sound of the ax, the cant hook, the caulked shoes of the horses on the icy roads are not heard on a winter morning, and the sound of the S.M. & P. running ‘up the line’; these sounds are no more.”

The S. M. & P.’s beginnings started in Stanley, which was settled, surveyed and platted in 1881. The new village was located along the Wisconsin Central Railroad and in 1892 had a population of 250. To the north of the village could be found forty miles of forest that had not been logged. It was ripe for harvest.

Courtesy of the Stanley Area Historical Society



Figure 1: *Engine No. 4 was kept polished and was used mainly for passenger service. Only when both the Shay engines were laid up for repairs was No. 4 put into use in the woods.*

The story of the S. M. & P. is really the story of the development of the wilderness because as the railroad moved north it established the necessary supportive facilities along the tracks, the pump house, and the depot. Where the logging camp sprang up often a store and saloon were built nearby and thus a small village was born. The S. M. & P. stations were named: Mitterhoffer, Bellinger, Lusk, Gilman, Hannibal, Jump River and finally Wallrath or Vallee (see figure #2).

The history of the S. M. & P. must also recognize its relationship to the Northwestern Lumber Company that erected a mill in Stanley in the summer and fall of 1891. It was here that the logs were brought for processing.

The original charter of the Stanley, Merrill and Phillips Railroad was made and executed on August 19, 1893 and consisted of five articles:

- *Article One:* The name of the corporation shall be the “Stanley, Merrill and Phillips Railway Company.”
- *Article Two:* The place from and to which said railroad is to be constructed, maintained and operated is as follows: from or near the village of Stanley, in the county of Chippewa to the city of Merrill in the county of Lincoln in said state with a branch to the city of Phillips in the county of Price.
- *Article Three:* The total length of such railroad shall be about one hundred and fifty miles and the same shall extend into and is intended to be made through the following counties in the state of Wisconsin. Vis: Chippewa, Taylor, Marathon, Lincoln and Price.
- *Article Four:* The amount of capital stock of the corporation shall be one hundred and fifty thousand dollars which shall be common stock and shall be divided into and shall consist of fifteen hundred shares of one hundred dollars each.
- *Article Five:* The following are the names and places of directors of the corporation D. R. Moon (10 shares), J.T.

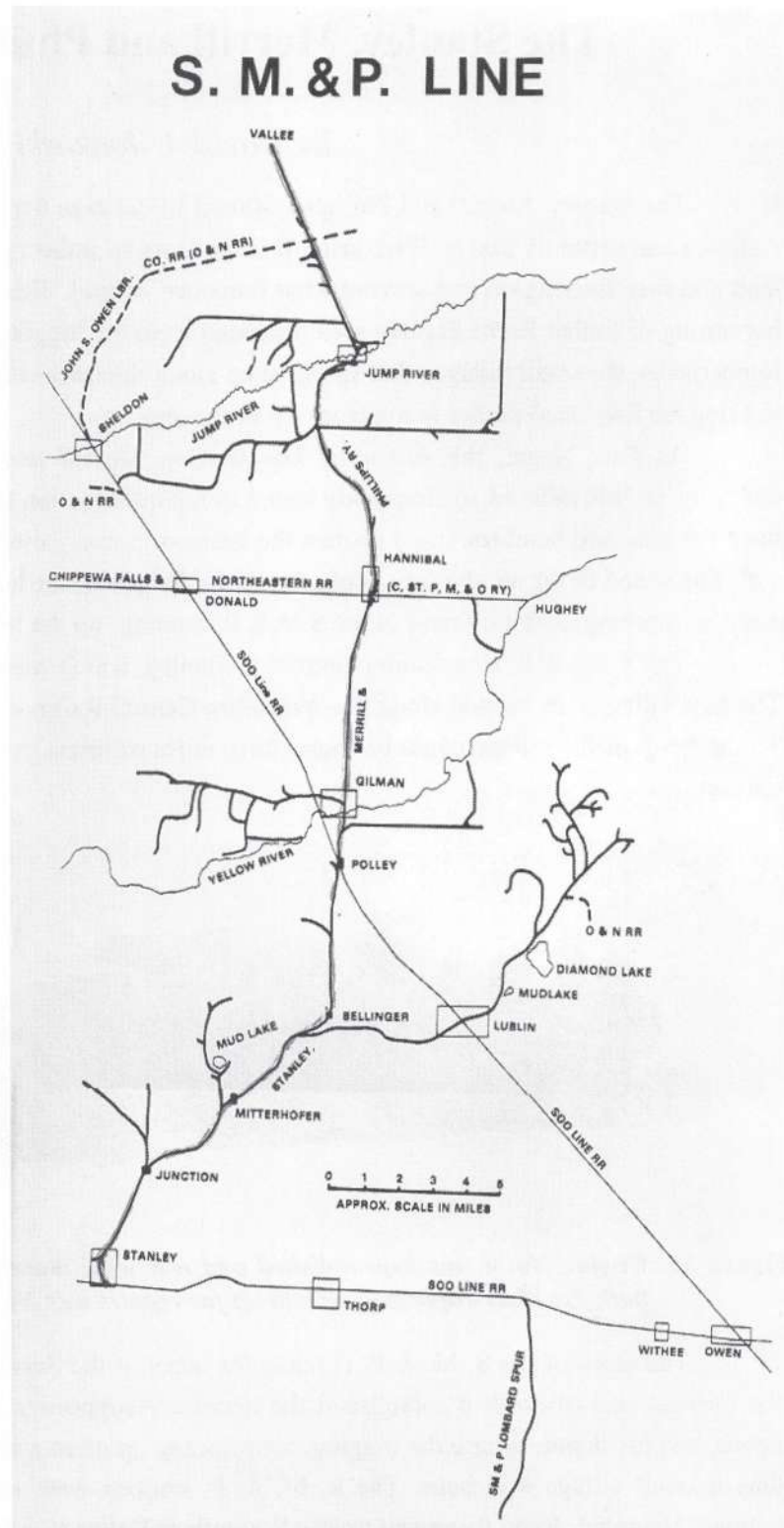


Figure 2: This map depicts the route of the Stanley, Merrill and Phillips Railway with the main route running between Stanley and Valle (Wallrath). Note the spurs that run off the main lines to log loading sites.

Barber (10 shares), George S. Long (10 shares), and P.J. Cosgrove (1 share), S.T. McKnight of Minneapolis had 10 shares.

The earliest lines of the S. M. & P. went to Red Camps, which were located about two and one half miles southeast of Bellinger. There was also a spur that went a considerable distance to the east to what was called Diamond Lake. Paul Nagel's writings report that in 1895 a total of 6,018 carloads of pine, hemlock and hardwood, were hauled by this railway.

Courtesy of the Stanley Area Historical Society



Figure 3: *Logs on the Stanley Merrill and Phillips Railroad siding await processing at the Northwestern Lumber Company in mill in Stanley, Wisconsin.*

In the year 1902 the railroad continued its push north with a plan to reach Hannibal before a competing railway that was organized west of the S. M. & P. The Eau Claire, Chippewa Falls, and Northeastern Railroad had announced its intentions to develop a line from Little Falls (Holcombe) to Hannibal. It was expected that eventually the two railroads would cross their tracks at Hannibal. It is through this extension that we get some glimpse of the costs associated with building the railroad. The local newspaper, *The Stanley Republican*, reported that the extension of the S. M. & P. railroad seven miles was to cost \$7,661.63 and did indeed arrive in Hannibal before its competitor.

A reorganization of the S. M. & P. took place on August 29, 1902. The Northwestern Lumber Company sold the railroad. Sold for \$400,000 were rail lines in Stanley, the equipment and 30 miles of railroad that ran northeasterly from Stanley. Capital stock was issued at \$100 per share (see Figure 4 for a list of stockholders as of August 29, 1902). Annual reports during this time explained that the railroad and the Northwestern Lumber Company was officiated by these same men, and the Lumber Company owned the bonds.

Also in September 1902, a new combination passenger and baggage coach was purchased, and thus passenger and freight service to the newly formed towns along the railroad began.

Following the 1902 reorganization, the railroad only built sidings for the lumber company to use. The lumber company extended the rails to the areas where they had camps. On the spurs they used

J.T Barber, Eau Claire, Wisconsin	499 shares	\$49,900
S.G. Moon, Eau Claire, Wisconsin	498 shares	\$49,800
J. Gailbraeth, Stanley, Wisconsin	1 share	\$100
L.G. Chapman, Stanley, Wisconsin	1 share	\$100
F.H.L. Cotton, Eau Claire, Wisconsin	1 share	\$100
Theodore Hoidahl, Stanley, Wisconsin	1 share	\$100
C.D. Moon, Eau Claire, Wisconsin	1 share	\$100
S.T. McKnight, Minneapolis, Minnesota	10 shares	\$1,000

Figure 4: *Stockholders of the reorganized Stanley, Merrill and Phillips Railway as of August 29, 1902.*

Shay engines propelled by side drivers that ran like a crankshaft on each side of the engine.

The last stand of virgin white pine in the Stanley area was harvested in 1912 and 1913. It stood about five to seven miles north of Stanley and was so valuable that the lumber company placed watchman on duty all the times. The logs were sawed into squared timbers and shipped to England.

During this logging era several other lumber companies, or their railroads, used the S. M. & P. to get their harvested timber to their mills and cooperated in other ways. The Chippewa Lumber and Boom Company, which also owned vast tracts of land in this area once had the S. M. & P. bring a record train load of logs to Stanley. That train consisting of 139 cars came from the Mud Lake area and after arrival in Stanley the West Central Railroad took the logs to Chippewa Falls for processing. The John Owen Mill at Owen also had its railway use the S. M. & P. tracks in the Lublin area. In 1903 the Eau Claire, Chippewa Falls and Northeastern Railway and the S. M. & P. jointly built a new depot at Hannibal, with each paying fifty percent of the costs. In 1908 the Yellow River Lumber Company was also shipping between twenty and thirty cars of logs per day on the S. M. & P. rail lines.

In 1905 work was proceeding on extension of the S. M. & P. tracks northward towards Jump River. The company's 1905 annual report indicated the railroad extended 32.86 miles north of Stanley to Camp Devine which was located on the banks of the Little Jump River. By 1906 mileage from Stanley to the end of the tracks was recorded as 37.66 miles and thus, ever so slowly the railroad was moving northward.

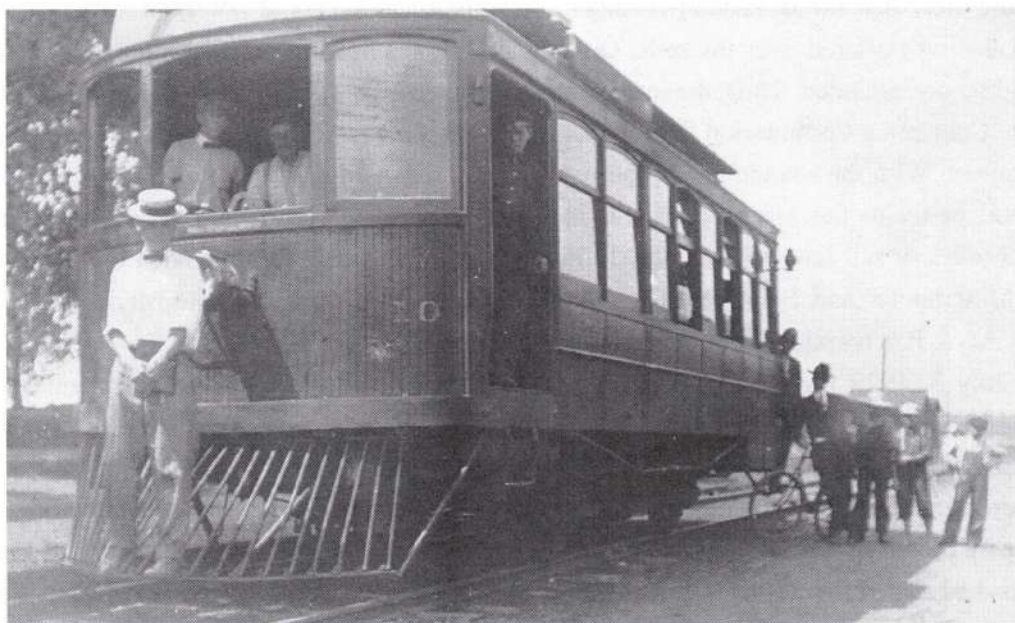
Since the railroad preceded the building of roads for travel, it naturally provided the path used for excursions by adults and the young folks. Records indicate that in January 1908 Miss Margaret Moon, daughter of the president of the Northwestern Lumber Company, took a group of 16 of her friends to Camp Devine where the group was cooked an oyster supper. Section crews and locals used the rails for hunting outings. Handcars or motor cars carried workers and hunters up the line. Annual employee picnics took large groups to company sponsored events. Holiday excursions were common and on one such outing the Masons sponsored a trip with transportation donated by the S. M. & P. At Hannibal and Jump River, picnic areas existed and were used by those on excursion. Local farmers often waited at the depots with hay wagons to transport the visitors to picnic grounds. On July 4, 1907, more than 300 people went on an excursion to Jump River. Many times the Stanley City Band accompanied these groups.

In 1907 the S.M. & P. line was inspected and approved to provide mail delivery to the towns

along the railroad. In addition, the railroad brought freight to those businesses and others living in the area served by the railroad. In this era of freight, mail and passenger service provided by the S. M. & P., several nicknames were spawned to describe the thoughts of those using the service. The railway was fondly dubbed: "Slow, Motion and Poverty;" "Soup, Meat and Potatoes;" or "Small Monthly Payments." It really didn't matter to the early settlers what the railroad was called, as it was their means of transportation to the communities along the tracks.

Passenger service was improved dramatically in 1909 when the railroad purchased a motorized passenger car. The passenger car, that looked much like a street car, went up and down the tracks several times a day. It featured stops wherever passengers stood along the tracks. Thus one could take the shortest route to the tracks and get picked up for shopping in a nearby town. The vehicle made two round trips daily from Stanley to Jump River. The vehicle was affectionately called many names: "Grasshopper," "Jumping Jack," "Stump Dodger," and "Homer Strong's Steam Train." The exact date of the demise of the "Grasshopper" is not known, but it came when it caught fire near Mitterhoffer and was destroyed. A replacement was never obtained.

The prosperity of a railroad was measured in its rolling stock. In 1910 state records showed that the S. M. & P. had eight freight locomotives, two passenger cars, seven box cars, 78 flat cars, 125 logging cars, two cabooses, and 11 other cars for a total of 226. In 1903 the railroad hauled mainly logs and lumber, which made up nearly 99% of the tonnage transported. As the cut over lands were sold and farming began, other commodities were hauled by the railroad. In the fall of 1910 the A.M. Penny Company of Stanley, shipped between five and six carloads of potatoes from Jump River. In 1910, anticipating an increase in potato production, the A. M. Penny Company constructed a potato warehouse



David Jankowski Collection

Figure 5: *The motorized passenger car pictured was known as the Grasshopper. It provided a means of transportation between Stanley and Vallee (Wallrath), enabling settlers to go to Stanley for shopping and other business.*

along the tracks in Stanley.

Between 1917 to 1920, it began to be evident that the era of logging along the S. M. & P. was winding down. Various spurs were removed as the holdings of the Northwestern Lumber Company were harvested, business arrangements for cooperative use of the tracks were discontinued, and some of the equipment was sold. The annual report of June 1918 reported that engine number six was sold for \$5,244.66.

It is interesting to note that the S. M. & P. was challenged in 1919 for not extending the railroad to Glen Flora, some six miles north of Wallrath where the line ended. The railroad's original charter stated that the line would go all the way to Merrill and Phillips as its name implied. On June 13, 1919 the Wisconsin Railway Commission held a hearing when some Jump River residents took up the cause for the extension to Glen Flora. In very quick fashion the commission representative issued a statement that the commission could not force the railway to extend the line. Concurrently, the company declared that it had no intention of extending the line to Glen Flora.

The people in the towns that had sprung up along the S. M. & P. tracks took issue with cutbacks in freight and passenger service in 1920. The company dealt with these concerns by increasing the fares and charges for delivery of goods. However, the event that signaled the death of the S. M. & P. occurred on September 14, 1920 when the Northwestern Lumber Company cut its last log at its Stanley mill. By then most of the timber owned by the company was harvested and it was no longer financially practical to operate the mill.

Various attempts to maintain the railroad after the mill's closing were made. They included investigating extending a line to Neillsville in 1922 and leasing the tracks to the Minneapolis, St. Paul and Sault Ste. Marie Railroad. The 1922 annual report, reported operating losses of \$75,742.27 and it was becoming clear that the railroads passenger and freight service could not sustain its operation. In 1923 no service was offered over the rails. On July 24, 1924 a hearing on the proposed abandonment was held and no one attended. Thus, the inevitable came on August 8, 1924 when the railroad petitioned the Interstate Commerce Commission for abandonment. The Railway Commission of Wisconsin granted the abandonment. With the abandonment, the right-of-way was sold partly to the Northwestern Lumber Company and partly to the Minneapolis, St. Paul and Sault Ste. Marie Railroad. With government approval, 15 miles of rail line from Stanley to Polley was abandoned. This included the demise of the stations at Mitterhoefer and Bellinger. The Minneapolis, St. Paul and Sault Ste Marie Railroad then rented the S. M. & P.'s remaining rail lines between Gilman and Jump River.

On July 3, 1929 the stockholders of the S. M. & P. petitioned for the abandonment of the railroad from Gilman to Wallrath, which was where the railroad had ended. This petition was not approved. Efforts to abandon the same railroad line also failed in 1930 and 1931, after the Taylor County Board of Supervisors and Governor LaFollette entered the controversy on the side of the settlers who vigorously protested the loss of the rail service. In 1933, the Minneapolis, St. Paul and Sault Ste. Marie, which had rented the rail lines from Gilman to Jump River did not renew its ten-year lease with the S. M. & P. The non-renewal was due to the decline in the shipment of logs, freight and passenger service over the line. Most of the decline was attributable to the John Owen Lumber Company of Owen having completed logging on the far end of the line. In 1928 carloads of freight totaled 3,151, but by

1932 they had declined to 190. The same experience existed with passengers, which numbered 1,592 in 1928 and had declined to a mere 33 in 1932. With the non-renewal of the lease no freight or passenger service was provided and thus the Interstate Commerce Commission permitted abandonment of the S. M. & P.'s tracks in Taylor and Rusk Counties on September 6, 1933.

And thus the railroad that helped build Stanley, and points northeasterly effectively ended its existence. In the year 1934, rail was removed between Gilman and Wallrath.

In Stanley the end of the S. M. & P. actually came before all the rails were removed from its property between Gilman and Wallrath. With the organization of the railroad in 1892-1893 a roundhouse, for the repair of the railroads engines and cars, had been built in Stanley near the Northwestern Lumber Company mill. In 1916 the original roundhouse was destroyed by fire. It was rebuilt and after the mill was closed the roundhouse became the last building to survive. On August 7, 1929 it caught fire again and was destroyed. After the roundhouse burned the only visible evidence of the S. M. & P. was the former passenger station that was located on the West Side of the Northwestern Lumber Company's general store. A county historical marker marks that site today on west Fourth Avenue, in Stanley. And that completes the saga of the S. M. & P. Railroad.

Acknowledgements:

Material for this article was gleaned from these publications and libraries:

- Nagel, Paul. *The Stanley, Merrill and Phillips Railway*. Eau Claire, WI: Self published, 1979.
- *Stanley Our Town 1881-1891*. Stanley, Wisconsin: Stanley Area Historical Society, 1981
- *Stanley Area Historical Society*, library and photo archives

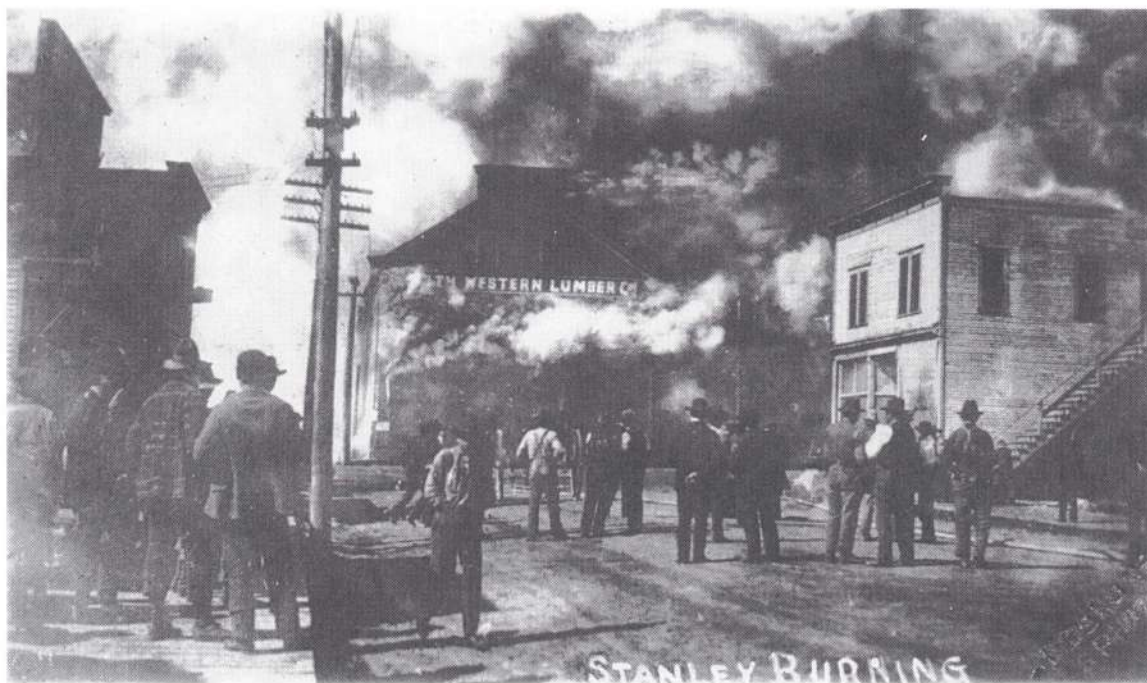
The Stanley Fire of 1906

By Connie Pozdell

When the day came to an end and the darkness of evening settled in on the people of Stanley on Friday, May 18, 1906, the smell of smoke was in the air and all that remained of the homes and possessions of nearly 80 families was a pile of smoldering debris.

The day began with an unusually strong wind blowing out of the northwest creating a sense of foreboding among many of the citizens. Their fear of what might come about if even a small fire was started came to realization at 2:30 in the afternoon when the fire whistle blew and struck a sense of terror in the souls of the local populace.

A spark had apparently blown from the refuse burner of the Northwestern Lumber Company mill and landed on the roof of the company horse barns setting them ablaze. The Stanley and mill fire departments began to fight the flames but the winds carried the embers to the warehouse and store. These buildings were soon a mass of flames with sparks igniting more buildings as if they were nothing but kindling wood. A distress signal went out to the Eau Claire Fire Department who responded immediately with men and equipment on a special train. The train arrived in Stanley at 5:00 P.M., but by that time the damage was done. The fire had burnt up the hill and east to the city limits leaving a smoldering path two blocks wide. \$200,000 in property was lost. Fortunately, the velocity of the wind had kept the flames from spreading into a wider path. With a valiant effort, a group of amateur fire fighters kept streams of water spraying on the north side and roof of the Schultz building on the corner



Courtesy of the Stanley Area Historical Society.

Figure 1: Stanley Burning—A group of onlookers watch as the Northwestern Lumber Company Store burns. May 18, 1906.

of Second Avenue. Time and again it looked like the building would certainly catch fire and it would spread to the entire business section of the community, but this brave group held the line.

Those who came through the fire unscathed opened their hearts and homes to the hundreds of people who were left without shelter, food or clothing. Within a few hours all were provided with food, clothing and temporary housing. Some found housing with friends and neighbors in Stanley and surrounding communities. Some were housed in schoolrooms, vacant buildings and hotel rooms. The school and city hall were occupied by those who lost their homes in the fire until late fall.

Property Loss Victims of the 1906 Stanley Fire

Rev. A. Amy	C. B. Culbertson	Ed. Oleson	And. Selbak
Oluf Aare	Mrs. Carnahan	Ole K. Oleson	H. C. Stair
F.H. Allington	W. E. Cliff	J. N. Olson	A. Swanson
Aug. Anderson	M. A. Christenson	Mrs. C. Oleson	C. Hedberg
G. D. Bartlet	T. W. Davies	Karl Peterson	Oluf C. Thorp
O.E. Bradford	Pete Evenson	John Pickering	M. Isenberg
Geo. Bostwick	And. Ellingson	Thos. Potter	Geo. Theirl
D. J. McKenzie	John Frank	Nels Reiten	Hakon Johnson
F. McCulloch	E. J. Guinn	Hans Rone	T.J. Thompson
Martin Moen	A. Gaffney	E. Rogness	E. C. Kausrad
W. D. Murphy	M. C. Geoghan	M. Scribner	J. C. Tuni
Joe McTeague	Math. Gindt	Lauritz Solie	A. O. Latshaw
Jas. McCaffery	F. S. Grubb	Dr. F. W. Starr	J. F. Wallace
Ch. Martinson	Ole Horgen	Mrs. H. Shilts	Simen Larson
E. Bemis	C. Hodd	Gilbert Smith	J. Wald
S. E. Brandness	Mrs. M. Huus	M. W. Stone	Ole Moen
Carl Bing	Ole Huff	A. Shroepffer	M. Wald

Those who lost homes were discouraged and disheartened, but by the beginning of the next week they showed what a resilient people they were. Some began to rebuild their homes bigger and better than before. Others decided to move elsewhere. Many transfers of real estate took place. The insurance companies responded and every loss to the homeowners was paid promptly. Employees of the Northwestern Lumber Company received assistance from the company which sold them lumber at the cost of manufacture and on easy terms.

Homeowners were not the only ones to suffer. The fire was the most destructive in the history of Stanley. The barns, warehouses, store and flour mill of the Northwestern Lumber Company, the furniture store of J. N. Olson, the meat market of Long & Ness, the implement warehouse of Christenson & Konsella, the blacksmith shop of Peter Halleen, the United Lutheran Church and Society building, the Presbyterian Church and the contents, furnishings and interior of the public library were also lost.

An architect was secured by the Northwestern Lumber Company to design a new totally modern store and warehouse. The new building would be of good architectural lines and be constructed of brick. The plan called for the new building to be erected to the side of the street instead of the center where it had previously stood. The store was to be 70 x 150 feet, two stories high and with a basement. The

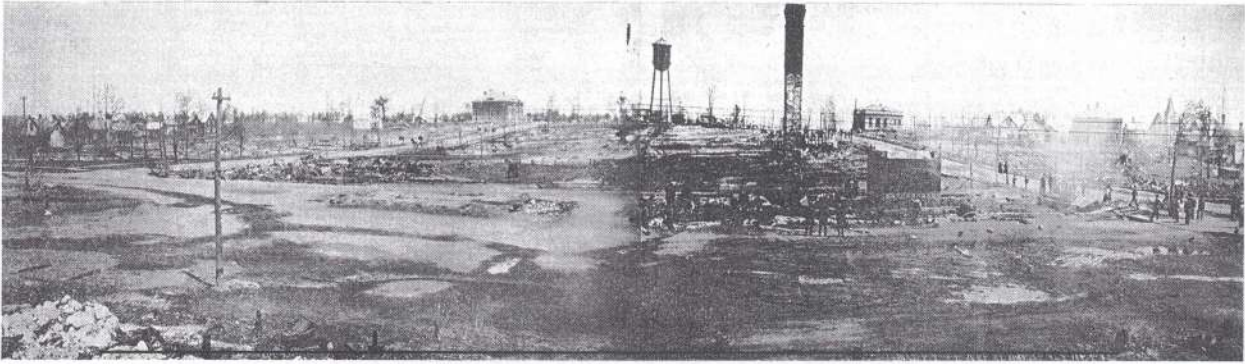


Figure 2: *Stanley, Wisconsin the morning after the May 18, 1906 fire.*

The warehouse annex was to be 40 x 290 feet with part of it two stories and part of it one story. The one story portion was to serve as a railroad building. A new barn with 80 single stalls, four box stalls, carriage, harness rooms and an office was planned. The building would be 60 x 240 feet.

Long & Ness rebuilt of brick and others contemplated doing the same. The flourmill was rebuilt on a smaller scale for feed grinding purposes only. The United Lutheran Church and Society buildings were combined and rebuilt in one brick building. The Presbyterian people did the same. The library building was restored with the insurance money and the books were replaced over time with money from the regular fund.

Though the fire left many with financial problems, it also created a better market for labor to rebuild the burnt portion of the city. The amount of money spent on new buildings during the six months following the fire exceeded the total amount of the fire losses. The new buildings were of better materials and quality than the old ones.

It was late in the fall before all of the people who lost their homes were again housed in their own homes. Aside from the loss of personal possessions, most of the homes were rebuilt and the families considered the fire a distant memory and were full of hope for the future.

Acknowledgements:

Material for this article was gleaned from these publications and libraries:

- *The Stanley Republican*, Stanley, Wisconsin. May 18, 1907.
- Archives, Stanley (Wisconsin) Area Historical Society.

The Development of Tourism in Northern Wisconsin, 1900-1940

By Robert J. Gough

In the quarter-century after 1873, Wisconsin sawmills cut about sixty billion board feet. This activity dramatically changed the social, economic, and environmental character of northern Wisconsin. As large-scale lumbering wound-down at the end of the century, the question was, what would happen next to this “cutover” land? One solution was to develop its tourist and recreational possibilities. In this paper, I want to sketch briefly how this option developed, especially in the decades between the world wars.

The idea of emphasizing the tourist and recreational potential of northern Wisconsin developed only slowly. A few people in the late nineteenth century, like Beloit College professor J. J. Blaisdell, envisioned reforesting the region for the benefit of the “physical and mental life” of Wisconsinites. A possible model was New York state’s 1894 constitutional amendment to create a “forever wild” park in the Adirondacks. In this spirit, the Wisconsin legislature in 1909 established a Conservation Commission with a goal of creating a state forest of 2,000,000 acres. The Commission would “protect the beauty of our wonderful northern lake region that should annually bring millions of dollars into the state through tourists, campers, hunters and fishermen.” For several reasons, however, the cutover did not develop in this direction in the early twentieth century.¹

For one thing, logged-off lands were not very attractive places to visit. A half-century later, an early Lincoln county settler hyperbolically explained that the cutover in 1902 had “presented a picture of destruction wrought by a score of Hiroshimas.” American tourists in the late nineteenth century were looking for spectacular natural features—this was the era of the development of national parks at places like the Grand Canyon and Yosemite. The corresponding attractions within this state were the Wisconsin Dells and Devil’s Lake.² But there was nothing in *northern* Wisconsin to attract visitors looking for

Author’s Note: *A previous version of this paper was presented to Historic Architecture Consultants Seminar at the Wisconsin Historical Society, Madison, March 30, 2001. The attendees at the seminar made several thoughtful suggestions for which I am grateful.*

- 1 See Robert L. Nesbit, *History of Wisconsin: Urbanization and Industrialization, 1873-1893* (Madison, 1985), 46-88. For a full-length discussion of the aftermath of the lumbering era in northern Wisconsin, see Robert Gough, *Farming the Cutover: A Social History of Northern Wisconsin, 1900-1940* (Lawrence, KS, 1997), from which are drawn the quotations cited in this paper, unless noted otherwise.
- 2 See Steven Hoelscher, “A Pretty Strange Place: Nineteenth-Century Tourism in the Dells”, in Robert C. Ostrergren and Thomas R. Vale, eds., *Wisconsin: Land and Life* (Madison, 1997), 424-449. Devils Lake was established as a state park in 1911.

these sorts of spectacular features. Indeed, the brush fires that seemed to burn continuously out of control in the cutover suggested to the popular mind that the region was a dangerous, rather than an attractive place to visit.

In 1900, furthermore, the majority of landowners, state officials and potential settlers believed that northern Wisconsin could prosper economically through farming. The *Milwaukee Journal* argued editorially that northern Wisconsin was “bound in time to be the richest part of the state.” A. R. Whitson, of the Wisconsin Geological and Natural History Survey, concluded that “one hundred thousand farms of 80 acres each are waiting the farmer in upper Wisconsin” where he characterized eighty percent of the land as “good” for farming. Indeed, between 1900 and 1920 the number of farms in the cutover doubled to more than 25,000, bringing almost a quarter of the region’s land into farms.

Institutional factors also encouraged agriculture rather than recreation and tourism in the north. State agencies like the Board of Immigration and the College of Agriculture encouraged farming. Also, in 1915 the state Supreme Court struck down as unconstitutional the initial effort to create a state forest in the cutover—both the public and the judiciary rejected the idea of comprehensive economic planning and wanted to maintain a romantic vision of the north as a place for individual challenge and success.³

But even in the era of farm promotion, other possibilities for land use in northern Wisconsin were not completely ignored. For instance, the region often attracted farmers for its recreational potential. Harold Buchman, who was born in Washburn County in 1899, explained that “many people came up here from the older settlements down south because of the fishing, the hunting, the wild berries, the cheap land.” A teacher at a Rusk county school in the early twentieth century remembered that “hunting and fishing were the general hobbies; sometimes I used to think they were the vocation and farming was the hobby.” After 1920 these opportunities increasingly became available to visitors to the cutover, not just its residents.

This change happened in part because both state officials and cutover residents concluded that for northern Wisconsin to develop economically, agriculture should be supplemented, or even replaced, by tourism and recreation. The number of farmers and amount of farmland in the north did not grow during the 1920s. An agricultural depression highlighted the inherent limitations of soil and climate in the region that had been somewhat obscured by high crop prices between 1897 and 1920. The nationwide Great Depression of the 1930s further undermined agriculture in the north. The tax base of many municipalities eroded as abandoned land reverted by tax deed to counties. State and local officials concluded that some use had to be found for this land. Tourism was the logical alternative. As the *Rhineland New North* pointed out in 1924, “The people of Wisconsin have fished and hunted ever since the first pioneer fought his way into the wilderness of this region, but not until recently have we begun to realize how

3 See James Willard Hurst, *Law and Economic Growth: The Legal History of the Lumber Industry in Wisconsin, 1836-1915* (Cambridge, Mass., 1964), 524-526. The case was *Owen ex re. Donald* (1915).

kind the creator really was to us, nor have we given serious consideration to capitalizing this vast natural asset.”⁴ President Calvin Coolidge enhanced this image of northern Wisconsin as a tourist destination by spending ten weeks during the summer of 1928 on a fishing vacation at Cedar Lake Lodge, thirty miles south of Superior on the Brule River in Douglas County.

Other changes after World War I encouraged this reorientation of northern Wisconsin towards recreation and tourism. In general, many characteristics that Americans today consider “modern” first appeared in the 1920s. The census of 1920 reported that for the first time most Americans lived in cities. Milwaukee, Chicago, and the Twin Cities, in particular, had grown rapidly. Their increasing congestion, pollution, and hectic pace encouraged city residents to seek an antidote in more “natural” surroundings in the country. People could now afford these respites in the “outdoors” because of the prosperity of the 1920s, however shallow and unevenly distributed it was. With automobiles they increasingly had the means to reach the “outdoors.” The ethos of the 1920s also encouraged them to spend time and money on recreation: the emphasis now was on the benefits of consuming rather than producing the goods of industrial capitalism.

A new kind of tourism, therefore, characterized the 1920s.⁵ This tourism involved Americans from a wider class background than previously had been the case. These new tourists traveled by car to their choice of destinations, rather than by railroad to a scenic location with a large formal hotel. In 1921, the United States Forest Service told casual campers, “Camping is free and generally requires no permit. You may choose your own camp ground . . . and feel at home and enjoy yourself in your own way.”⁶ These new tourists often stayed in impromptu campsites as part of a movement called “auto bumming” or “motor caravanning” or “gypsying.” Altogether, tourism brought an estimated \$100,000,000 into Wisconsin annually by 1923.

Several institutional developments encouraged this new tourism. For one thing, the state publicized the tourist and recreational opportunities of the north, using the growing medium of commercial advertising. “Relax in Wisconsin” became the state’s official promotional theme. Business associations joined in this push. The Milwaukee Association of Commerce pledged \$10,000 to “aid the movement to advertise the state . . . as a playground second to none in the country.”⁷ Founded in 1922, the Northern Wisconsin Resort Association quickly garnered 2,000 members and opened tourist bureaus in Chicago and Milwaukee. Such associations organized touristy events, like the 1938 Bayfield County Strawberry Festival.

State road building programs also assisted the boom in tourism and recreation. State financing of highways began in 1911 and expanded greatly with the “good roads” movement of the 1920s.⁸ As a

4 Cited in Paul W. Glad, *History of Wisconsin: War, A New Era, and Depression, 1914-1940* (Madison, 1990), 211.

5 For details on the development of this tourism, see *ibid.*, 211-220; Wisconsin Cartographers’ Guild, *Wisconsin Past and Present: A Historical Atlas* (Madison, 1998), 60-61; and James Kates, *Planning a Wilderness: Regenerating the Great Lakes Cutover* (Minneapolis, 2001), esp. 89-114.

6 Cited in *ibid.*, 92.

7 Cited in Glad, *History of Wisconsin*, 215.

8 For a detailed study on the local level, see Kathy C. Gast, “The Foundation of Barron Country’s Roads: Road Development 1848-1940,” student paper, UWEC, 2001; on deposit, Area Research Center, UWEC.

result of this road building, a state Highway Commission survey found that on August 3, 1923 30,000 out-of-state cars, with over 100,000 passengers, traveled in Wisconsin. Cities and villages eagerly built public campgrounds to attract these visitors to stay overnight.

The state also greatly expanded its existing park program. There were half-a-dozen new state parks in northern Wisconsin by 1940. Concurrently, official policy shifted away from encouraging agricultural development in this part of the state. After 1925 the programs of the College of Agriculture, in particular, encouraged reforestation rather than expansion of farming. Amendments to the state constitution in 1924 allowed the state government to establish state forests. Three such forests, covering almost 350,000 acres, had been designated by 1931. The Forest Crop Law of 1927 used tax policy to encourage first private and subsequently public owners in the cutover to re-grow timber rather than to farm their land. The 1930s subsequently saw a great expansion of county forests, which covered over 2,000,000 acres by the 1950s.⁹ Concurrently, counties began to establish parks, as the state had done already. The Marathon County Park Commission, for example, in 1931 announced its “desire . . . to have a big comprehensive park system . . . developed that a big recreation program will be carried on throughout the year.”

Even more directly significant to tourism was the 1929 legislation that authorized county-level land-use zoning. First implemented in Oneida County in 1933, this practice was universal in the cutover by 1940. Zoning designated sections of a country as exclusively for agriculture, forestry, or recreation. The recreation zones often provided sites for the development of privately owned resorts.

National programs also reoriented northern Wisconsin from agriculture towards tourism. With money provided by the Clarke-McNary Act of 1924, federal officials began purchasing cutover land. Two national forests, Nicolet and Chequamegon, were set up in 1932, and expanded to about 1,500,000 acres by 1940. In the 1930s, federal programs, especially the Civilian Conservation Corps, built the infrastructure of this expanding network of national and state forests and parks. There were eight CCC camps in state parks by 1935. Corps members worked on erosion prevention, reforestation, trail building, lake dredging, bathhouse and shelter construction and other amenities for tourists.

The residents of northern Wisconsin themselves encouraged this increasing emphasis on developing tourism and recreation in their region. Most local newspapers, for example, strongly endorsed it. Even cutover residents who remained committed to making northern Wisconsin into an agricultural region (as were most farmers themselves in the north) understood how tourism could benefit them. Tourist-related work—operating a few cabins on lakefront property or working as a fishing guide—could supplement income from agriculture and allow marginal farmers to “make do.” These activities enhanced the long-standing pattern of men developing their farms in conjunction with seasonal work in the woods or at a sawmill. For example, on the Goldsworthy family farm near Three Lakes in Oneida County the addition of eight tourist cottages to what had been a dairy farm “required a lot of work” from all the family members, admitted Walt Goldsworthy, but provided income that kept the farm viable.

9 For an exemplar discussion, see Arlan Wooden, “The Marinette County Forest: 1933-1988,” *Proceedings of the Fourteenth Annual Meeting of the Forest History Association of Wisconsin, Inc.* (n.p., 1989), 32-36.

In sum, a combination of demographic, economic, cultural, technological, and institutional forces—within the cutover, at the state level, and more broadly within the United States—encouraged a growing emphasis on making northern Wisconsin a region based on tourism and recreation. But this new orientation was also problematic.

Not all local residents welcomed tourists. The automobile gypsies of the early 1920s sometimes became nuisances. The *Burlington Standard Democrat* whined in 1924 that “farmers have been put to considerable expense in cleaning up after campers and picnickers, and frequently serious damage has been done by the offenders against common decency.”¹⁰ This concern about attracting disreputable elements to the cutover increased as tramp camps sprang up during the Depression years. The conclusion, therefore, was that visitors to northern Wisconsin had to be controlled. Local officials and businessmen encouraged the development of private campgrounds and cabins, which would supposedly attract a “better class” of clientele than free municipal campsites.

Practices in the new public parks and forests also served as controlling forces. Planners and landscape architects consciously tried to create in these places a naturalistic, but regulated environment. They clustered campsites together with standardized picnic tables and fire pits. They created lumber and stone barriers to keep cars from ruining vegetations. Tourists now had to get permits and pay fees to use these facilities.

These sorts of controls, however, only muted tensions between tourists and local residents. At the root of the problem was the popular image that existed in the interwar years of the cutover as exotic and semi civilized with residents who were immoral, lazy and tolerant of crime. From outside the region, observers focused on Al Capone, who built a \$250,000 fieldstone house with machine gun portals on Cranberry Lake in Sawyer County in the 1920s, and John Dillinger, who outfought FBI agents in a widely publicized shootout at Little Bohemia Lodge in Vilas County in 1934. Sensationalist stories in the Chicago and Milwaukee newspapers emphasized gunfights, prostitution, illegal gambling and prohibition violations at northern Wisconsin roadhouses. In more careful language, social scientists investigating the so-called “problems” of the cutover discussed widespread sexual promiscuity and incest.

Consequently, many visitors came to the north with sweaty palms, expecting a “good time.” Albert O. Barton, a prominent Progressive journalist, reported that on a 1926 trip to northern Wisconsin he found “moonshine joints often run by high-powered crooks, who boldly defy the law and debauch the neighborhood. . . With moonshine poison the auto, good roads and the tourist traffic, a lot of young lives are being ruined.” Nell Peters, who grew up on a struggling farm near Eagle River in Vilas County in the 1930s, admitted that, “After the repeal of Prohibition joints [offered] free opening and closing times, and unrestricted gambling and prostitution” because “the more freedom, the more money tourists coughed up.” Nell’s brother Robert, who went on to become a distinguished poet and critic, recalled the local disdain for vacationers who took up casually with local girls, sometimes impregnating and abandoning them. “The glamorous allure of city life,” he lamented, “destroyed many of these girls . . .

10 Cited in Glad, *The History of Wisconsin*, 216.

No hard-working local male would marry such used goods.”

The experience of American Indians illustrates this problematic character of tourism. Ojibway in northern Wisconsin increasingly became confined to reservations and prevented from following traditional subsistence practices precisely because white people wanted hunting and fishing opportunities to be more available for tourists. Consequently, out of economic necessity many Indians in the interwar years came to depend on selling a facsimile of their culture to tourists, for whom their presence was part of the exotic, semi-civilized attraction of the cutover. Some Ojibway performed not-always-authentic rituals for tourists and sold them made-for-sale handicrafts. The Land O' Lakes Association produced an Indian celebration at the Apostle Islands “to rival the Mardi Gras, frontier days and other similar entertainments.”

The tourism boom of the interwar years certainly helped to reshape the landscape of northern Wisconsin and provided the region with an economic boost. But it also moved it back towards being a colonial society, economically and socially dependent on satisfying the wants of people outside the region. This is what northern Wisconsin, in effect, had been during the lumbering era. The settlers who had tried to farm the region in the early twentieth century had wanted to move it in a different direction. Northern Wisconsin is still struggling to escape from this colonial status in the early twenty-first century. The tourism boom of the interwar years also was clearly the result of technological, attitudinal and organizational changes that began with the industrialization of the nineteenth century, which was expressed so dramatically by the large-scale logging over of northern Wisconsin. But this tourism also pointed towards our post-industrial world of the early twenty-first century, in which not just the products we consume, but also our individual subjective feelings, like experiencing the outdoors, have become commodified and commercialized.¹¹

11 There is a growing literature on the social meaning of tourism. I have been especially impressed by the work of Hal Rothman. See *Devil's Bargains: Tourism in the Twentieth-Century American West* (Lawrence, KS, 1998).

Ella: A View From The Creek

By Judy Gilles

Hello, I'm Ella. I'm so glad you joined me on the banks of my creek. This is a special day for me. My son Francis just came home from the hospital and told me I have a new granddaughter, Judy. I always wanted a little girl named Judy and now I have a granddaughter. Francis and Joyce live on the home place, just through the field. Frank and I live just through these trees so I know I will get to see the wee one every day.

May 20th, 1945, it's a good time to be born. Times will be better now. Maybe we will be able to get material. Do you like my dress? I found enough feed sacks over at Kucera's turkey farm for a dress. The ladies all rush over there after the big feed truck makes a delivery. Mrs. Kucera washes the sacks and sells them. Generally you can just find a few with matching patterns for dish towels and cloths. But once in awhile you get lucky and find enough for curtains or maybe a pretty pattern for a dress. I worked at the ordinance plant during the war. I got laid off and just went and signed up for something called unemployment compensation. Can you believe it? They are going to pay me for not working. Right down the road is the Colony for people who have trouble learning. I will probably try and get a job there.

Judy was born on her parents wedding anniversary. Our daughter Bernadine was born on ours. That got me thinking about family and all that has happened along this creek. It seems so peaceful here now but life along the creek has not always been quiet. The history of people goes back a long way. This creek has always been known as Paint due to the colored clay found along its banks. Legend relates the Native Americans used it for paint. Perhaps someday I'll bring my granddaughter down here and we'll make clay fruit like I did as a child. Francis has found many arrowheads as he has worked the fields, especially the one just above the creek bed. It is amazing to watch him plow. He seems to keep one eye straight ahead but the other one watches the last furrow he made. Every once in awhile he'll stop the tractor, jump down, brush the dirt around and put something in his pocket - sometimes an arrowhead, other times just a pretty rock. I feel sorry for Joyce washing his overalls. Needless to say he

Editor's Note: *Ella: A View From the Creek*, is a living history presentation Judy Gilles performs for her guests at Cabin Ridge, a banquet facility located along Paint Creek in Cadott, Wisconsin. In the presentation Judy portrays her grandmother, Ella, and recounts 150 years of history along Paint Creek. Attendees of the FHAW Annual Meeting were transported to the cabin by horse-drawn wagon and were treated to the presentation along with a banquet dinner on Friday September 21, 2001. In describing her grandmother's life and the inspiration for the historical performance, Judy states: "My grandmother lived through interesting times—from homesteading in the Dakota Territory to seeing a man land on the moon. She lived through Native American uprisings, ethnic hostility, the Great Cloquet Fire and a tornado. Yet near the end of her life she described it as a quiet life. So much history has happened along this creek." For the benefit of those who could not attend the outing, Judy agreed to write this narrative of her presentation.

is not known in the township for straight furrows. This area does not seem to have areas of winter encampments. It appears the Native Americans just past through and camped for short periods in the summers.

Judy Gilles Collection



Figure 1: *Judy Gilles portrays "Ella"*

But the scenery was very different. The woods had large stands of white pine, some of the best in the area. Of course all of this happened before my family came. Julius Harvey lives just up the creek and his family was one of the early settlers. The stories he tells about those days. I hope my granddaughter can near him someday.

Mathew Bateman was one of earliest settlers. He arrived around 1853, I think his brother came about 3 years earlier. Somehow he managed to get most of the logging rights along the creek. He added a sawmill to his brother's dam and boom down the creek a few miles. Then he built another dam up the creek a few miles. This allowed him to cut logs all winter and float the logs down to his sawmill in the spring. He sawed all summer and then floated the logs to the Chippewa River and onto the Mississippi.

One event made him a legend. Calico Tom Roycraft was there and always enjoyed telling a good story. About 1875 the Union Lumber Company had four million board feet on the upper Paint Creek. They drove the logs to Bateman's millpond and ordered him to open up so they could put the logs through. Bateman said "Sure, for 17 cents a thousand." Their reply was that they would put the logs through without paying a cent. Well, the war was on. Mathew dug a hole in the creek bank and walled it up with logs. The hole was 12 feet by six feet and five feet deep reaching three feet above ground with portholes so he could get a good view. He marked a line around the fort and said anyone stepping over the line was a dead man. He entered the fort with food, water and a Civil War musket. The Union Company was not wasting time either, they hired some daredevils to come and break the dam and put the logs through.

You can hear the slap of the beavers tail as they reinforce their dam just around the bend. The wealth that could be made from the beaver and other fur-bearing animals brought fur trappers into the area. In the mid 1600s the French Canadians came into Northern Wisconsin through the Madaline Island area. The Cadotte Family was one of the first to arrive. Slowly working their way south by 1836 Jean Bapiste Cadotte had a fur trading post just six miles northeast of here on the falls of the Yellow River. That is how we got the name of our town.

It is so peaceful here this May day, similar to when the loggers came.

Mathew sent his son Allison over to the other side to see what those fellows were up to. Well they said they were going to break the dam and if Mathew got in the way they would drown him. Soon after a kingfisher came flying low over the creek and perched on a tree across from the roughians. Mathew took aim and shot the head off the bird. He then sent Allison across the creek again to tell them that the first one to set foot on his dam would get the same thing. The fellows decided they had other things to do and the Union Company paid the 17 cents. Mathew was very well respected but held to his convictions.

In the early 1880s there was a huge fire that started right about here and burnt about 15 miles to the east. The fire followed the creek for much of the way. Julius said the creek got so hot all the fish died. He'll probably be telling the same story when he is 90.

The creek was busy in those days. Over 40 logging camps, driving shanties and businesses lined these banks. There were sawmills, shingle mills, a blacksmith shop, a brick factory and even a pony farm.

Logging was dangerous with falling limbs and trees but logjams were especially bad. The worst jam in the history of Wisconsin occurred on the Chippewa River just below where Paint Creek entered. The date was June 1869. As the jam started it was impossible to notify crews up the creek and river on the banking-ground to stop sending logs. The logs backed up for almost two miles and were piled up 20 feet above the water level. Fortunately no lives were lost.

They were not so lucky at the Little Falls dam on the Chippewa River. On July 7th, 1905 a logjam developed and the Chippewa Lumber and Boom Company put out a call for 70 plus men to break it up. Unfortunately the jam happened right after the 4th of July. The recruits arrived about 10:00 in the morning still in their street clothes and many had been out late the night before drinking. The competitive spirit prevailed and all were anxious to be the first ones on the jam. The first bateau capsized as they attempted to hook a log and the men went over board. Eleven men died that day. Even though the company shut down work on the jam it was 24 hours before any bodies were found. Irvine offered a reward of \$50.00 for the recovery of each body. After a few days all were found but two. By chance they drifted downstream close to where they lived. This gave rise to the legend that all men drifted ashore as if they were going home.

Joyce's uncle Oscar Barquest was one of those killed. He use to court Jesse Kingsland, just down the creek, but her family didn't approve as the Barquests didn't have enough money. She later married Forest Bateman, Mathew's grandson. Who knows maybe we will end up related to the Batemans in the next generation.

Our creek had its tragedy too. About 25 years ago now Allison Bateman was in charge of one of the last log drives down Paint Creek. Val Connell drowned on that drive about a mile east of here.

We were latecomers and missed those rough times. My father Carl was born in Switzerland coming to this country in 1871 when he was seven. The family settled near Chicago where my grandfather started a cheese factory. He specialized in limburger. How I love that flavorful cheese. Perhaps my new granddaughter will too. Father always wanted to be a dairy farmer. Upon hearing the wonders of Dakota Territory he participated in a land excursion trip to New Salem, just past Bismark, in 1884 when the railroad was finished to that point. He recalled the train stopping in Eau Claire with all

the rough lumberjacks getting on and off the train and seeing the cut over land. He was so pleased to be going to the wide open and fertile ground of Dakota.

Father made the move in 1885, taking enough lumber to build a two room house. But the barn was built of sod. My mother followed and they were married out there. Life was not what either expected. Times were hard; they barely had enough to eat or enough money for postage to send a letter home. The hot dry winds or hail destroyed crops. In the winter there were terrible blizzards. When they saw a blizzard coming they would stretch a rope from the house to the barn so they would not get lost. There was no wood so they dug lignite coal from the ground.

My two sisters and I were born out there. It must have been difficult for my mother and she hated it. But most of all she was terrified of the Native Americans. It was a far cry from the big city of Lucerne in Switzerland. By the time they arrived the Native Americans were on the reservation. But Chief Sitting Bull was not killed until 1890 and the Indian Wars continued until 1891 with occasional raids after that. I recall hearing that the Indian agents were crooked. They would sell the good meat the government sent and then take rotten meat to the reservation. Naturally there were flare-ups. I remember one unrest when the soldiers came to the farm and told us to go to New Salem and wait at the rail station. If there should be an attack they would send us out of town on the train. I was very frightened. Little did I know it would not be the last time I would make a run for the train.

In 1900 we moved back to the Chicago area. Father came to this area for several winters as a cook in Bateman's logging camp and finally decided living along the creek would not be that bad. He bought 80 acres of cutover land, a small house and a log barn for \$1400. In 1902 father drove a covered wagon with a team of oxen to the new farm while mother, my sisters and me came by train to Cadott.

Starting school was hard for me as I only spoke German. The first day of school the teacher asked my name and I said "Ella." She replied that "Ella was not a name." I've hated my name ever since. I went to a little one-room school up the road as did Francis. I assume Judy will go to the same school.

The creek brings peace to me now. But it wasn't always that way. The south side of the creek was the Irish Melville Settlement with the Gannons, Roycrafts, Connells, Melvilles and many others. They all came from Schull in County Cork, Ireland. French town was here on the north side with the Toutants, Lancettes, Michauds, Lancours and many others. Those Protestant Irish and French Canadian Catholics did not get along especially well. In fact the logging camps had bunkhouses on both sides of the creek as they refused to sleep in the same bunkhouse. We settled here on the north side, as Swiss we didn't think it made much difference. Well all went well until I fell in love with an Irishman. He could talk the hind legs off a donkey. Our marriage caused a great disturbance as they all felt he was marrying beneath himself. We wanted to take over the family farm but that wasn't to be. He married on the wrong side of the creek. The farm went to his sister who married an O'Grady.

We moved to Cloquet, Minnesota where Frank got a job in a lumberyard and I worked in a toothpick factory. I will never forget the months it took for my fingers to get tough enough so the blisters would stop. October 12, 1918, just two days before Francis's fifth birthday, dawned smokey and windy. You knew there was a big forest fire somewhere. By four o'clock it was so smokey you could only see a short distance and we heard a small town 12 miles away had burnt down. Frank wanted to go

to Duluth for the night but his brother George talked him out of it. He said that all five sawmills, the box factory, paper and toothpick mills were still running and they would close if there were any danger. Besides all the fire trucks were lined up in case they had to go.

At eight o'clock that evening someone came running down the street yelling "Get out of town the fire is in the north west lumber company!" There was no time to save anything of value. I had a couple of suitcases of clothes. I was using the cases for storage. I grabbed them as we headed for the railroad station. It was like a herd of animals running for their lives. Somebody in town had the foresight to hold the empty ore gondolas and boxcars. The fire spread so fast that the town of 10,000, five lumber mills and 100 acres of lumber yards were all on fire in an hour and one half. We were loaded into boxcars on the last train to leave town. It seemed that we sat there forever until the officials felt there was no one left in town. It was strange waiting at the station with the fire burning, all the mill whistles blowing and sirens moaning and whaling at full blast. All you could see was smoke and fire. The wooden railroad trestles burnt behind us as we left town. Once we reached Duluth we thought we had reached safety. By that time Duluth was in danger so the city called in empty grain and ore boats in case they had to get people out of town. Again we sat and waited. Remember my suitcases, they were full of summer clothes, not much use in mid October.

Frank went back to Cloquet in a couple of days. The only way he could find our house was to go to the hospital or the water tower, the only things left standing, and then count the blocks to our block and the basements to our basement. All he found was my little sewing scissors. He went back to work but the living conditions were terrible. He caught a flu that was raging in town. He came home to recover and we never went back.

We found peace along the creek as we took over my parent's farm and raised our family. Now we have a new generation. I hope the following generations stay here. The only thing that could disturb the peace would be a tornado. I doubt that will happen. It is time for me to get back. Do come and visit me again.

**The Fixmer Award:
Citation for Distinguished Service of an Individual, 2001**
Dave Engel

Dave Engel has written a series of five books entitled *River City Memoirs*. These books recount the history of such lumber towns as Shanagolden, Vesper, Pittsville, Arpin, and Rudolph, and such lumbermen as T.E. Nash and George Hues. In 1986, he wrote the *Age of Paper*, a history of the founding and evolution of the paper industry at Wisconsin Rapids. He followed that in 1990 with the publication of *Shanagolden: An Industrial Romance*, the story of an Ashland County lumber town that is now a ghost town. Two years later he edited and published *The Northwoods Journal of Charles C. Hamilton*, the diary of a YMCA missionary, who traveled among the logging camps of northern Wisconsin in the 1890s. Since 1997, Dave has contributed a series entitled "Artifacts" to the *South Wood County Historical Newsletter*.

Dave founded the Wakely Inn Preservation, Incorporated and served as its historian until 1990. Between 1987 and 1990 he was president and director of the South Wood County Historical Corporation. Since 1983, he has been city historian for Wisconsin Rapids. Many members will remember Dave's presentation about T.E. Nash, one of the prominent lumbermen of central Wisconsin, at our nineteenth annual meeting in 1994.

In recognition of his work with local and county historical societies and his many publications that help preserve Wisconsin's forest history, it is a pleasure to present this year's Fixmer Award (The Forest History Association Distinguished Service Award to an Individual) to Dave Engel.

The Connor Award:
Citation for Distinguished Service of an Organization, 2001
IXL Historical Museum

This year's Connor Award marks the first time that we have honored an organization not located in Wisconsin. The IXL Museum Hermansville, Michigan, however, has preserved the history of a Fond du Lac, Wisconsin-based lumber company, the Wisconsin Lumber & Land Company and has done so admirably.

The IXL Historical Museum was founded in 1983 and currently has some 350 members. Its archives contain thousands of photographs related to the lumbering operations of the Wisconsin Lumber and Land Company and the development and growth of its company town, Hermansville. It also includes correspondence, ledgers, daybooks, journals, and other business records of the company.

In 1978, the museum published a centennial history of Hermansville, which contains many photos of the operations of the Wisconsin Lumber & Land Company. The other publications of the museum include *Once Upon A Time, Shavings & Sawdust, Case History of Hermansville*, and *Hermansville, Michigan: The People and Their Legacy*. The museum also publishes a biannual newsletter.

Undoubtedly, the museum's greatest achievement has been the preservation of structures related to the Wisconsin Lumber & Land Company. These structures include the company office, a carriage house, a warehouse, a railroad boxcar and caboose, and an early company house. The company office includes everything the Wisconsin Lumber & Land Company used to run its operations since 1882, when the building was constructed. The first floor contains the general offices and the company records. The second floor, which originally was the apartments of C. J. L. Meyer and his family, contains elegant household furnishings. The third floor contains the dormitory-style employees' quarters. As the *Peshtigo Times* wrote in an article last year, the IXL Museum is special, and it is my pleasure to present this year's Connor Award to the IXL Museum.

Wisconsin Forestry Hall of Fame Induction Ceremony

Forest Stearns

Forest W. Stearns (1918-1999), was elected to the Wisconsin Forestry Hall of Fame at the Hall of Fame Committee meeting in Stevens Point, Wisconsin on May 24, 2001. The nomination of Forest was submitted by the Forest History Association of Wisconsin of which he was a long-time member and past Director. The induction ceremony took place at the FHAW Annual Meeting in Stanley, Wisconsin on September 22, 2001. Mr. Gerald VandeHei, the Wisconsin Forestry Hall of Fame Chair, presented the plaque to Forest Stearn's daughter, Carlin Hibbard.

Two of Forest Stearn's colleagues at the University of Wisconsin—Milwaukee, Peter J. Salamun and Thomas P. Schuck, authored the following memorial. It is reproduced here with permission.

Forest W. Stearns, Professor Emeritus of Biological Sciences died September 8, 1999 at Found Lake - Saint Germain, Wisconsin. Forest was a member of the UWM Faculty from 1968 until his retirement in 1987.

Forest was born in Shorewood, Wisconsin, where he completed his elementary education and graduated from Shorewood High School. He attended Harvard University and received the baccalaureate degree in 1939. That same year he entered the University of Wisconsin - Madison and began his graduate studies, receiving his Master's degree in Botany in 1940. He continued his graduate studies toward the Ph.D. until 1942 when he entered the military service. He served in the US Army Air Force from 1942-1946 and in the Air Force Reserve from 1946-1954. After returning from active service he resumed his Ph.D. studies completing them in 1947 under the direction of Professor John Curtis.

His academic career began at Purdue University where he taught biology courses from 1947-1957. In 1957 he joined the United States Forest Service in Vicksburg, Mississippi and carried out research in wildlife ecology at the Southern Forest Experiment Station. He transferred to the North Central Forest Experiment Station working at both the St. Paul, Minnesota and Rhinelander, Wisconsin offices. In 1968 Forest accepted an offer to join the faculty at UWM.

At UWM Forest incorporated the urban mission of this University into his teaching and research. The term Urban Ecology became associated with his name, attracting many graduate students. He remained interested in wildlife ecology and in the primary productivity of aquatic and upland ecosystems. The courses he taught required considerable field work. Forest believed the best way to learn about the natural environment was to be out in the system you were studying. He actively participated in many of the field studies of his graduate students, collecting soil samples and climatic data or marking out quadrant sections. He became known as "Papa Bear" because of his burly nature and his willingness to help with field work. Many of his students have gone on to become university faculty members, environmental educators, directors of botanical gardens or arboreta and natural resources personnel. His students thought so highly of Forest that upon his retirement from UWM they endowed an award in his name at the Wisconsin Academy of Sciences, Arts and Letters. Forest mentored 11 Ph.D. students in his tenure at UWM.

Forest's University service included serving as Chair of the Department of Botany from 1973 until 1977, Chair of the Landscape Advisory Sub-Committee, Chair of the Field Station Committee and as a member of the Downer Woods Committee and the Graduate School Research Committee.

Forest was active in national and international ecological societies. He was botanical editor for the Journal

of Ecology from 1962-1968 and its coordinating editor from 1968-1971. He was elected president of the Ecological Society of America 1975-1976 and president of American Institute of Biological Sciences in 1982.

Forest was also active in a number of state and local organizations. He helped to found The Friends of the Domes, being both an active and emeritus board member until his death. He served as chairman of the Wisconsin Scientific Area Preservation Council, Vice-President of the Midwest Section of the Wildlife Society, and held memberships in the Wisconsin Academy of Sciences, Arts and Letters, The Wisconsin Chapter of The Nature Conservancy and the Botanical Club of Wisconsin.

In addition to his teaching and administrative duties, Forest was a prolific writer, authoring or co-authoring numerous papers, book chapters and environmental reports. He often spoke about his work at professional meetings. Forest remained active in his retirement years, continuing to write professional papers and speak on ecological issues.

He received many awards for his efforts including: the Outstanding Leadership Award of the American Institute of Biological Sciences; a Wisconsin Academy Citation from the Wisconsin Academy of Sciences, Arts and Letters; the Wisconsin Idea Award of the School of Natural Resources University of Wisconsin-Madison; the Scientific Roundtable Award from the United States Forest Service; a Certificate of Appreciation from the Wisconsin Department of Natural Resources.

Forest is survived by his wife Ruth, daughters Carlin and Andrea, son Jay, a number of grandchildren, cousins and nephews. He was preceded in death by his son Timothy. The ecological community has lost a leader. Forest's students have lost a friend.

Wisconsin Forestry Hall of Fame—Citation **Forest W. Stearns - 1918-1999**

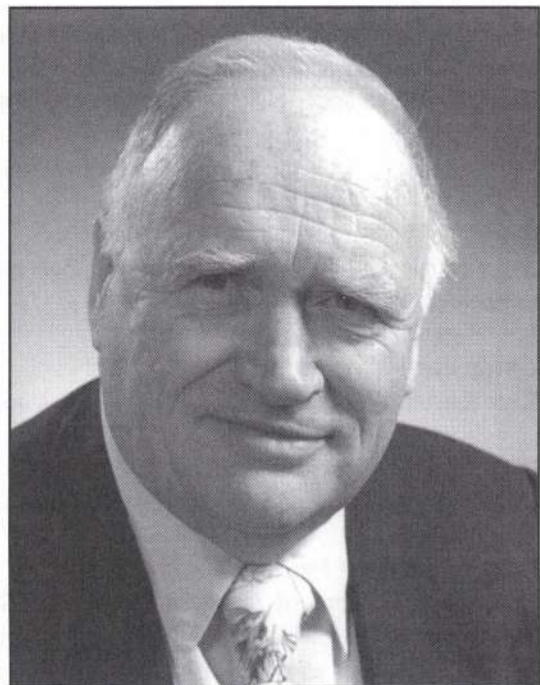
Forest Stearns was an internationally known forest ecologist whose career in forestry spanned over 50 years.

His career began as a professor of biology at Purdue University where he taught from 1947 to 1957. He joined the USFS in 1957 and served at the Northern Forest Experiment Station in Rhinelander, WI, from 1961-1967 where he studied the hardwood forests of Northern Wisconsin.

Dr. Stearns joined the faculty at UW-Milwaukee in 1968 and remained there until his retirement in 1987. While there he authored and co-authored numerous scientific papers, many on the composition and change of Wisconsin's northern hardwood forests.

As Professor Emeritus, Dr. Stearns was highly respected by his students who, upon his retirement, endowed an award in his name at the Wisconsin Academy of Science, Arts and Letters.

Following his retirement, Dr. Stearns continued research at the USFS Research Station at Rhinelander as a volunteer working on wetlands ecology and forest diversity. He was a long-time member and past Director of the Forest History Association of Wisconsin.



Forest Stearns, inducted into the Wisconsin Forestry Hall of Fame on September 22, 2001

Minutes of Annual Business Meeting of Members

September 22, 2001

Call to Order

President John Cline convened the meeting at 2:05 P.M. with 25 members present. President Cline requested a moment of silence in memory of Mary Conner. Cline presented the officers for 2000-2001, and reported on activities during the year.

Minutes of the September 23, 2000 Annual Business Meeting

President Cline asked if there were any corrections or additions to the minutes as published in the Proceedings of the Twenty-fifth Annual Meeting. None forthcoming, the minutes were allowed to stand as published.

Election of Directors

Nominating Committee Chair Don Lambrecht presented a slate of nominees including Tom Albrecht, Bob Brisson, John Cline, Dean Einspahr, and Eugene Harm. The president called for nominations from the floor, none were forthcoming. A motion by Bob Walkner, supported by Russ Kirchmeyer was carried.

Treasurer's Report

Treasurer Albrecht presented a report for the Fiscal Year July 1, 2000 to June 30, 2001. He explained details of the report showing a net gain of \$3,100 during the year and a net worth of \$53,566 at the end of the year. A motion by Walkner, supported by Benson, to accept the treasurers report was approved, all in favor.

Audit Committee

Miles Benson reported that the audit committee had examined the records for the past fiscal year and the books were found to be in good order with no discrepancies. A motion by Lambrecht, supported by Kirchmeyer, to accept the audit report was approved, all in favor.

Standing Committee Reports

Auction

Cline reported that Karl Baumann and Bob Brisson would conduct the auction with more than 100 items to be sold.

Chips and Sawdust

Kurt Korten Hof reported the need for news and history items.

Distinguished Service Awards

Chair Randy Rohe requested nominations for the 2000-2001 Distinguished Service Awards.

Forestry Hall of Fame

Chair Don Lambrecht reported that Forest Stearns was elected in 2001 as the third FHAW nominee, along with John Saemann and Frank Fixmer, who will be in the Forestry Hall of Fame. He thanked Gerald VandeHei and Carlin Hibbard for the induction of Forest Stearns and requested nominees for the future.

Membership

Bob Brisson reported that there are currently 199 members. He requested help in recruiting new members, especially businesses.

Proceedings

Chair Miles Benson reported that the 2000 proceedings had been distributed widely to foresters, legislators and others to promote membership in FHAW.

Scholarship

Chair John Saemann reported that 15 applications had been received this year and the winner of the \$500.00 award was Mary Voytovich, Chippewa Valley Technical College whose paper was printed in *Chips & Sawdust*. Saemann requested that members encourage entries for the 2002 contest deadline of February 10th.

Approval of the Actions of the Board of Directors

A motion by Dean Einspahr, supported by John Saemann to approve the action of the board of directors during the 2000-2001 fiscal year was approved, all in favor.

Annual Meetings

John Cline reported possible sites to hold the 2002 meeting include Oconto and Wade House State Historical Site. A water-powered sawmill is now operating at Wade House.

Adjournment

Tom Albrecht moved, Pat Schroeder supported, to adjourn at 2:30 p.m. Motion carried, all in favor.

Treasurer's Report

Forest History Association of Wisconsin

July 1, 2000 to June 30, 2001

OPERATING RECEIPTS

	<u>00-01 est.</u>	<u>00-01 Actual</u>
Dues	3,400	3,360
Donations-Unrestricted	200	954
Annual Meeting	1,500	1,850
Auction	700	1,114
Sales	400	284
Return on Investment	2,800	2,400
Operating Receipts (sub total)	9,000	9,962
Capital Donations (*\$165—Fixmer Memorial Fund)		615*
Total Receipts	\$9,000	\$10,577

OPERATING EXPENSES

Printing	4,200	3,145
Postage	1,000	684
Operations	1,800	1,123
Annual Meeting	1,500	1,875
Scholarship	500	500
Auction	0	150
Investment	0	0
Total Expenses	\$9,000	\$7,477

CASH ASSESTS

	<u>6-30-01</u>
Stephenson National Bank Checking	2,271
Salomon Smith Barney Fund	37,664
Federated Utility Fund	13,631
Total	\$53,566