

Volume 49

Number 4



A quarterly newsletter from the

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

P.O. Box 186
Bangor, WI 54614

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Officers and Directors 2025—2027

James Kerkman ⁽²⁰²⁶⁾
President

N6726 County Road DE
Bangor, WI 54614
(608) 486-2326

Don Schnitzler ⁽²⁰²⁶⁾
Treasurer

1003 George Drive
Marshfield, WI 54449
(715) 383-9775

Kolleen Kralick ⁽²⁰²⁷⁾
714 Carr St.
Rhineland WI 54501
(307) 761-2772

Arno Helm ⁽²⁰²⁵⁾
167 Church Street
Merrimac, WI 53561
(920) 986-4044

Ricky Kubicek ⁽²⁰²⁵⁾
3336 N. Dousman St.
Milwaukee, WI 53212
(414) 732-5578

Cindi Stiles ⁽²⁰²⁶⁾
120 S Oneida Ave.
Rhineland, WI 54501
(715) 499-0481

Bob Walkner ⁽²⁰²⁶⁾
3103 Maplewood Road
Two Rivers, WI 54241
(920) 793-4010

Tom Jerow ⁽²⁰²⁷⁾
Vice-president

604 Riek St.
Rhineland, WI 54501
(715) 401-1578

Beckie Gaskill ⁽²⁰²⁷⁾
Secretary

107 E. 11th Street
Marshfield, WI 54449
(715) 360-3242

Nicole Filizetti ⁽²⁰²⁵⁾
8583 Doctor Pink Dr.
Minocqua, WI 54548
(906) 450-3106

Matt Carrothers ⁽²⁰²⁵⁾
P.O. Box 224
Hazelhurst, WI 54531
(715) 401-1167

Vacant ⁽²⁰²⁶⁾

John Grosman
Past President
8857 Abbylyn CT
Woodruff, WI 54568
(715) 358-0038

Chips and Sawdust

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

From The President's Chair



Hello members of the Forest History Association of Wisconsin (FHAW), and any other folks who are reading this Chips and Sawdust newsletter. As a result of the elections held during the FHAW board meeting in December, I am your new board president. Before I go any further, I want to give John Grosman my sincere thanks for his leadership and guidance during these past two years he served in the role as the board president. John was instrumental in expanding board membership and recruiting many of us who are currently serving on the board, myself included. His work on the archive committee, the Forestry Hall of Fame committee, as well as organizing two of the last four annual meetings are just some of the many things he has done and is currently doing towards advancing the mission of our association. John, thank you for your hard work and dedication!

Some of you may know me from my working years, my most recent duties as the treasurer, or may have met me at one of the last four annual meetings. I have been a member of the FHAW starting around 1999 and wasn't very involved until John asked me to join the board in 2021. I had recently retired from my full-time job and was open to becoming a more active member. For those of you who don't know me, here is a little history. Becoming a forester had been a goal of mine ever since I can remember. Some of the Wonderful World of Disney programs I watched on TV as a child in the 1960's about forest rangers may have influenced me. I graduated from UW-Steven Point in 1982 and then spent three years as a temporary employee with the US-Forest Service in New Mexico and Wisconsin until I was hired in 1985 as the forestry technician at Fort McCoy. I stayed at Fort McCoy, becoming the forester and retiring in 2020. I am involved with the Wisconsin Society of American Foresters (WI SAF), currently representing WI SAF on the Wisconsin Council on Forestry and serving as the chairperson for the Wisconsin Forestry Hall of Fame.

Becoming involved with the FHAW seemed like the right path for me, instead of actively managing a 48,000 acre forest for the US Army, I now dig into the history of forestry, logging and even the pre-European settlement period. There is a lot more to unearth specific to Wisconsin's forest story and I believe the Forest History Association of Wisconsin is the organization to find and tell those stories. Plans are already underway for the 2025 FHAW annual meeting, highlighting the past 100 years of the Northern Highland American Legion State Forest. Please consider setting aside two days in early October to join us in the Manitowish Waters area for in-depth talks about history of the state forest with a field tour day of fascinating stops within the area.

If you have any questions, concerns, or comments about the FHAW, please feel free to contact me or any of the other board members using the contact information in the front cover of this Chips and Sawdust or send an email to thefhaw@gmail.com.

With Appreciation,
Jim Kerkman

Recollections Wisconsin

Recollections Wisconsin is a valuable online resource dedicated to preserving and sharing the rich history of Wisconsin through firsthand accounts, historical documents, and photographs. For those interested in logging history, the platform offers a treasure trove of stories, images, and archival materials that provide insights into the state's once-thriving timber industry. Users can explore personal recollections from lumberjacks, view historical maps of logging camps, and learn about the evolution of logging techniques. Whether you're a historian, educator, or simply curious about Wisconsin's past, Recollections Wisconsin serves as a gateway to understanding the people, landscapes, and industries that shaped the region.

Plan on joining us for the April 16th webinar to learn all about it. Full details and registration information will be available soon. Mark your calendar.

Save the Date

2025

**Forest History Association
Of Wisconsin
Annual Fall Conference**

October 2-4, 2025

**North Lakeland
Discovery Center
Manitowish Waters, WI**

End of the Year Summary FHAW Youtube Channel

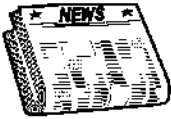
At the end of the 2024 calendar year, the FHAW had archived a total of 124 presentations. That is a mix of webinars, conference presentations, and items offered by members and friends of the Association. During the year, our YouTube video's were viewed 37,606 times and an additional 182 individuals subscribed to the channel. The top content viewed during 2024:

1. What's Under the Waters of the Wisconsin River (16,331 views)
2. Logging Dilemma in the Big Swamp (11,533 views)
3. Past in the Pines: The Archeology of Historic Era Logging in Wisconsin (2,501 views)
4. The Story Behind the Prentice Hydraulic Loader (461 views)
5. The Railroads of the Roddis Lumber & Veneer Company at Park Falls (453 views)

Recordings of the monthly webinar presentations are generally added to our Youtube Channel, and a link provided on the website, within a few hours of the live broadcast. Annual meeting presentations when permitted are uploaded as quickly as possible, but there may be a delay of a few weeks to a couple of months.

Find the Forest History Association of Wisconsin Youtube Channel at this url:

<https://www.youtube.com/channel/UCQqc-pjhL9WkbCluEabLOiw>



From the Newspaper Archive



Indians Gave Settlement Its Name; Translates 'Land Of Yellow Waters'.

NECEDAH, Wis.-The founding of the village of Necedah is dated at 1853 and history relates that it was a bustling lumber town in the era of the white pine.



Yellow River and Main Street, Necedah, Wisconsin, circa 1905.

It was named "Necedah" by the Indians, and the name was translated, to mean "Land of Yellow Waters."

It is situated at the base of a high bluff a few miles from the mouth of the Yellow River, and opposite Penwell Rock on the west bank of the Wisconsin River.

Thomas Weston and John Werner Jr. of Grand Rapids, explored the Yellow River in the winter of 1844-45 from Wood County to its mouth.

John Werner and John T. Kingston further explored the river in 1848 and staked out claims at its mouth and at the site of the future village before returning to Grand Rapids to join in forming the T. Weston and Co. The new firm consisted of Thomas Weston, John Werner Jr., John T. Kingston and E. S. Miner. Weston was a native of Vermont, Werner and Miner of New York, and Kingston of Illinois.

The firm fitted out an expedition of three yoke of oxen, sleds and tools and a crew of men led by Weston and Kingston which came to this site.

A dam was completed and the first sawmill was built in 1849.

E. S. Miner brought his family to Necedah in 1850 and built a frame house, in which his daughter, Ella, was born that fall. His was the first family to locate here.

A different version, however, is that John T. Kingston had the first frame house in 1850 and it was in this house that Ella Miner was born.

Robert Thompson and family were the next to settle here in 1850. John H. Armstrong, John McGregor and William Adderly arrived the same season.

Other first families were those of William Peck, Robert Dawes and R. Huntley. These families and those of Kingston, Armstrong, Weston, Werner and Miner made up a total of 11 in the settlement in 1852.

John Werner erected a second sawmill and Weston and Co. opened a general merchandise store, and the new settlement grew with new arrivals and

building of new houses.

The first school was opened by T. Weston and Co. in 1852. The first school district would be organized two years later.

The first postal route to the settlement was begun in the winter of 1852-53 and E. S. Miner was appointed first postmaster, a post in which he would serve 32 years. T. Weston and Co. carried the mails.

The Town of Necedah was organized in 1853.

A Methodist Society was formed in 1855 and built a church in 1868.

T. Weston and Co. laid out and platted the original village in 1856.

A stage route was established through in 1857.

The settlement was incorporated as a village in 1870.

Logs were cut north of here and floated as much as 80 miles downstream on the Yellow River and boomed here.

In early times all lumber was rafted down the Wisconsin River to cities in the Mississippi Valley.

The coming of the Milwaukee Railroad through the village in 1877 and the arrival of the North Western Railroad in 1883 provided markets in cities to the west and northwest.

A historian in 1881 wrote that the village was the first in the county in manufacturing interests and wealth. He wrote that 65 million feet of logs were being sawed annually by the local industry, furnishing employment to 1,000 men.

There were 900 cars of lumber shipped out in the first nine months of 1881.

Necedah Lumbering Co. was manufacturing 20 million feet a year; Lyman and Son 13 million feet annually; and Burch and Co., 9 million feet a year.

J. W. Bradford and Son had a large mill, and Fuller and Co. did a big business in its planing mill making sash, door and blinds.

The lumbering era began to subside before the turn of the century with the transition to agriculture.

Potato growing became important and there were six warehouses here at one time. The peak of the potato growing was reached between 1910 and 1915, however, and it tapered off considerably by 1920.

Serious fires hit the business district in 1886 and much of Main Street was destroyed in 1915. The opera house block burned in 1920 and three buildings were destroyed in 1925. (from *The La Crosse Tribune*, La Crosse, Wisconsin, Sunday, Nov 8, 1964, Page 13)



Eastern portion of bridge and railroad trestle, spanning Yellow River, just above the dam, Necedah, circa 1909.

The Recorder

- *Area Log Drives, 1887*
- *Crowd Attracted, 1890*
- *McMillan Finale, 1894*

Seventy years ago great importance was attached in Marshfield and vicinity to log drives on the Yellow and Eau Pleine rivers and Mill Creek, and the Auburndale correspondent of the Marshfield Times made no overstatement in the following item, taken from the front page of the April 15 paper: "Times are rather dull. All the boys are on the log drive." The drives were also blamed to some extent for the light vote in Marshfield's first municipal election under its second charter, which took place April 14, 1887, and at which W. H. Upham received 428 of the 450 votes cast for mayor. The newspapers, however, found in the annual events sources of news, with accounts of progress, mishaps, and occasionally a fatality. On April 22, 1887, the Times said:

"The boys coming in from the drives on Sunday last reported the Eau Pleine drive over the rapids, and that of the Yellow River out of the West Branch. On the former stream there has been big water and there is every prospect that everything will be got out. On the Yellow River the water has held at a fair driving stage. Frank Cady of Richfield, engaged on the Yellow River drive, had his right ankle broken on Thursday last by getting it caught between two logs." And this on April 29, in the Blenker items: "Thos. Petty hung up his drive on the Little Eau Pleine last Saturday on account of the snowstorm."

Earliest report of log drives in this area is apparently the one we found in the Times dated Saturday, April 14, 1883, which says: "The drive will soon begin on the Eau Pleine. Seventy-five men landed in town on Tuesday and started for the Yellow River, to work on the drive." This appeared just three days before the first city election held here, at which L. A. Arnold, local banker, defeated W. H. Upham, the city's leading industrialist, 297 to 93. In 1884 the city's oldest newspaper, which had absorbed the Gazette in June 1883, said on April 5: "About 100 men arrived Friday and Saturday to go on river drives"; on April 12: "The logs in the branches of the Yellow River have all been driven into the main stream. The water is low and unless more comes the drive will hang up"; and on April 19: "The rain gave the drives a lift." In 1885 "about 50 river drivers" were reported in the city April 8, and in 1886 "fully 100 log sailors" were here waiting for the drive to start, according to the Times, which had meanwhile dropped the Gazette name from its masthead.

Two references to the Yellow River drive appeared in the Times of Friday, April 18, 1890, and a third was found in the following week's paper, which also made mention of the Little Eau Pleine drive. "The Yellow River drive passed by the Yellow River bridge on Sunday last. Every conveyance in the city was pressed into service and fully 500 people from Marshfield and vicinity went out to view the sight," reported one of the earlier items. The other said: "Had the several preachers in the city held services at Yellow River bridge on Sunday morning they would have had a much larger congregation than gathered at the churches."

"On the Little Eau Pleine the J. J. Dumas drive on Monday was heading into Rice Lake," reads one of the April 29 items, "with the rear at Squaw Creek. Not a log was left behind and there is every probability that the drive will reach the mill much quicker and cleaner than in many years." Dumas, whose house on North Central avenue was used by the Sisters of the Sorrowful Mother as temporary hospital quarters, was for many years employed on the Wolf River drives.

Here is the other 1890 paragraph about the Necedah Lumber Company's project: "The Yellow River drive was at Dexterville on Monday last, with every prospect of getting to Necedah with a clean drive and without a hang up. The drive employs about 350 men in charge of that log warrior of many winters, W. J. Tarbox, who never will say fail in any of his undertakings, and he proposes to make this the quickest and cleanest drive ever known on the river. It is said he never sleeps from the time the drive starts until the Necedah boom is reached, and he seems to have the faculty of imparting his qualifications to the whole crew.

"The Final Log Drive" was the head for the front page feature story in the Marshfield News of March 15, 1894, which reads in part as follows: "Within the next few weeks, B. F. McMillan & Bro. will commence their last drive of logs on the Little Eau Pleine, finishing up a cut which is approximated at over 150,000,000 that has been floated down this stream to their plant alone during the past twenty years. The drive, which will last about four days, will be made the occasion of a pleasant outing for Mr. B. F. McMillan and family as well as several friends who will occupy births in a wanigan or boat



In Pinery Days Rivermen and the wanigan (cook shanty) which followed them on their log drives are shown in the upper scene, reproduced from an old photograph preserved by Mrs. Herman Reichert, W. Blodgett St., member of a pioneer Rozellville family. Her brother-in-law, the late Sam Rhodes, sits at the left of the group, which included at least three Indians, circa 1890.

house built upon a raft of logs. The party will start near Spencer and follow the driving crew down until the mill is reached. The days of driving are now largely giving way to railroading and the drives on the other streams will like those of the Eau Pleine soon pass into history."

Judging from McMillan correspondence in the News, Mr. McMillan's plans did not materialize. The March 15 column had this item: "B. F. McMillan started last Friday evening for Atlanta, Georgia, to visit his sister, Mrs. S. D. Powell, who has been quite ill for several weeks." This is from the March 22 contribution: "The log drive began Tuesday morning." And this was reported March 29: "B. F. McMillan returned from the sunny south Saturday evening. Mrs. B. F. McMillan is confined to the house with a severe cold."

Local sources did not give the exact date of the final drive on the Yellow River, but we found this reference in the News of April 13, 1893: "A report has been sent out from this city that preparations were being made for the regular spring drive on Yellow River and that millions of feet of logs had been banked along that stream. The fact is that there will be no drive on the Yellow River. The Necedah Lumber Co. made their last drive last year." That statement is verified in the Necedah Centennial brochure, which says the last log drive on the Yellow River started about April 2, 1892, and was at Babcock by April 12. Warren Tarbox was named as foreman—His death at Eagle River was reported by the News of Nov. 9, 1893. Nasonville items in the News of April 7, 1892 include this: "The most of our young men have gone on the drive, some of them on the Yellow River and others on Lindsey Creek." The same source said a week later that the last logs passed under the Yellow River bridge on Sunday, April 10. (from the *Marshfield News-Herald*, Marshfield, Wisconsin, Saturday, Apr 20, 1957, Page 1 & 4).

Last Log Drive on the Yellow River Was a Really Wet One

The last log drive on the Yellow River started about April 2, 1892, when William Snider took a crew of men from the Lyman Lumber Co. to Pittsville on the C. M. & St. Paul road.

There they picked up their hooks and walked to High Brow and Little Bull Falls above Pittsville and broke the landing. Among the crew was Dick Porter,

who had a narrow escape from drowning when his boat swamped on Little Bull. Other falls that had to be reckoned with in the fast moving stream, with at least a hundred foot drop from Marshfield to Dexterville, were Big Bull, Jenny Bull, Hog Pole and Coles Rapids. Warren Tarbox was foreman of the crew and others with him included Patsy Welch, Will Harris, Joe O'Gara and Jim Smith.

By the 12th of April they were at Babcock. The weather turned cold and froze ice two inches thick, holding up the drive for two days. On this last drive the logs were all cut from second growth timber and were small and heavy in the water. The river was at flood stage making it difficult to find dry land for sleeping quarters.

One night the logs jammed and backed the water into the tents and they had a lot of wet blankets to hang out in the morning.

The meals consisted of boiled potatoes, salt pork, corned beef, hot buns baked on an open oven, with syrup spread on them and beans baked in a beanhole at night. The beanhole was filled with hardwood and coals, the iron kettle set in and covered with more hot coals and earth.

At 4 o'clock in the morning the call came to "come and get it." The men



Little Bull Falls, starting point of the last log drive on the Yellow River.

rolled out of the blankets. That was the first of four meals a day, but if one did not finish in time, he did not have what it took to put in a 14-hour day of work.

This was the last drive on the Yellow River but the Necedah Lumber Co. and the Lyman Lumber Co. continued to log hard wood and to ship by rail from Clark and Wood Counties for several years. When the Lyman Lumber Co. sold its lumber yard, it sold valuable white pine lumber for \$1 a load--all a farmer could put in his wagon.

The day the mills closed, the whistles were tied down until the steam was gone, and this was in October 1898. (*from The Daily Tribune, Wisconsin Rapids, Wisconsin, Tuesday, June 30, 1953, Page 9*)

Their Logs All Cut Necedah Lumber Company Will Do No More Sawing or Logging

The Necedah Lumber Co. which has for so many years conducted logging operations near this city, has finally completed its work of cutting logs and cutting lumber.

There will be no camps in the woods for this company this winter, and their saw mill at Necedah is for sale. Their timber is all cut and their logs all sawed. The Necedah Republican comments as follows: "The Necedah Lumber Company finished cutting lumber last Monday afternoon and they now have a saw mill for sale. It was almost five o'clock when James W. Harriman put the machinery in motion that pulled the last log out of the water to be sawed on the lower Yellow River. The veteran headsawyer, William Clumpner, who cut the first also cut the last log to be sawed in this mill. When the last log had been finished the fact was announced to the villagers by tying the whistle string down and letting the big whistle bellow until the bead of steam was nearly exhausted. Already some of the machinery has been sold to Ashland parties, and in a short time nearly all will be disposed of, no doubt, and sawmills become a thing of the past as far as this place is concerned." (*from The Marshfield News and Wisconsin Hub, Marshfield, Wisconsin, Thursday, Oct 27, 1898, Page 10*)

Biographical Sketches From the History of Northern Wisconsin, 1881

THOMAS WESTON, of the firm of Necedah Lumbering Company. Is one of the oldest settlers, as well as one of the most prominent and highly esteemed men of Northern Wisconsin. Born in Vermont in 1818; he was brought when quite young, by his parents, to the State of New York, where he received a common school education, and at the age of fifteen, commenced work in a woolen mill, and followed the same for three years, when he concluded to see some of the western country, and accordingly, traveled over a great part of the United States, until 1840, when he came to Wisconsin, settling first at Grand Rapids, where he followed lumbering during the summers, spending the winters south for two years. He then purchased an interest in a mill, and was engaged in the same until 1846. In 1848, he came to Necedah and was a

member of the firm of T. Weston & Co. until 1881, when said firm changed to the Necedah Lumbering Company, of which he is now a stockholder. He is a Democrat, and has held various local offices, but takes more interest in his business than in public office. He is a man who will long be remembered in Necedah as the friend of everybody; having no doubt done more for the town than any other one man. In 1852, he was married to Elizabeth Dawes, a native of Maine. They have seven children — Helen, Hiram, May, Emma, Laura, Elizabeth and Dollie.

E. S. MINER, firm of Necedah Lumbering Company, was born in Madison, New York, March 20, 1818; received a common school education; came with his father, who was a Presbyterian clergyman, to Green Bay, in 1828. In March 1829, his father died, and he returned to New York, and remained until 1834, when he came to Illinois, and followed farming until 1842. He then returned to Wisconsin, and engaged in mercantile business at Grand Rapids until May 1850, when he moved his family to Necedah, built a shanty on the ground now occupied by the Armstrong House, being the first family that settled at Necedah; has been engaged in lumbering and mercantile business ever since. He was a member of the firm of T. Weston & Co. from its organization until 1881, when said company changed to the Necedah Lumbering Company, of which he is now a stockholder. He was the first Postmaster of Grand Rapids, and held the office until he moved to Necedah; is the first Postmaster of Necedah, having held the office the entire time, with the exception of two years, when he served as State Senator; is the oldest merchant in the State of Wisconsin, having been engaged in mercantile business the entire time since 1841, and is, with the exception of one, the oldest living settler of Wisconsin. He has been a member of the Assembly two years, and a member of the Senate two years; was the first County Judge of Adams County, when that county embraced Juneau; was a member of the Board of Supervisors of Portage County, when that county embraced a vast amount of territory; has been justice of the peace and treasurer of Necedah fourteen years, and in 1870 was appointed by Gov. Fairchild one of the committee to visit the several state institutions. He was married in November 1845, to Serena Elliot, a native of Canada. They have six children — Edward, Ella, Frances, Julius, Mary and John.

W. F. DAWES, lumberman and cranberry grower, Necedah; a native of Maine; born in 1832; received a common school education, and at the age of seventeen, with his parents, came to Wisconsin, settling in Columbia County, and in less than two years after coming to Wisconsin his parents died, and he engaged in lumbering on the Wisconsin River for about two years, at the end of which time he, with his two brothers, Charles F. and George S., came to Necedah and continued lumbering until 1861, when he recruited a company of 100 men, of which he was chosen captain, and assigned to the 16th Wis. Volunteer Infantry. Was in the battles of Pittsburg Landing, Corinth, and in many skirmishes, being with Grant until after the surrender of Vicksburg, after which the regiment (with but three exceptions) re-enlisted as veterans, and soon joined Sherman, with whom he remained until January 1865, when his time having expired he was mustered out as major. Returning to Wisconsin he again followed lumbering for about five years, since which time he has been engaged in the cultivation of cranberries, of which he has sold as high as 1,400 barrels per year. Is

a Republican. Has been county treasurer, and held various local offices. Was married in 1857, to Ladora P. White, a native of Pennsylvania, and who died in 1868. In 1869 he married his second wife, Minervia J. Austin, a native of Ohio.

J. W. BRADFORD, manufacturer, Necedah. Was born in Piscataquis County, Maine, in 1820, where he learned the tanner's trade, and was engaged in mercantile business until 1845. He then went to California, and remained three years, when he returned and settled at Quincy, Illinois, engaging in the livery business, which he carried on until 1864, when in partnership with George Brown and R. McCoy, he engaged in lumbering in Wisconsin, under the firm name of Bradford, McCoy & Co., running mills at Seneca, Wood County, continuing under said firm name for three years, when Mr. Brown sold his interest to J. T. Bradford, and the business continued under same name, Bradford, McCoy & Co. (the place of business changed to Necedah, purchasing the mill property of McDonald Bros.) until 1880, when they sold to Lyman & Son. In 1876, Mr. Bradford purchased the Shorey Mill property and organized the firm of Bradford, Duff & Co., and carried on the business two years when Mr. Duff retired, leaving the firm, Bradford & Son, as it now exists. Mr. Bradford is a Democrat and a Knight Templar. He was married in 1846, to Aletha W. Snow, a native of Maine, born in 1820. They have two children living, Angia and Joseph.

A. BLAKE, foreman Necedah Lumbering Company. A native of New York, born in Oswego County, in 1830 where he received a common school education, and followed farming until 1856, when he came to Wisconsin, settling first at Baraboo, Sauk Co., and worked at carpenter and joiner work for three years, at the end of which time he came to Necedah and worked as millwright for T. Weston & Co., until February 1874, when he took charge of said company's mill, as foreman, until February 1881, when said firm changed to the Necedah Lumbering Co., for which he is now foreman. He was married in 1854, to Angeline Brown, born in Wisconsin. They have eight children living— Emma, George. Alvin, Hulda, William, John, Nellie and Frederick.

J. W. ALLAN, foreman Lyman & Son, Necedah. A native of Maine, born in 1834; worked at his trade as carpenter, also followed lumbering and fishing until 1868, when he came to Wisconsin, settled in Adams County, where he worked at his trade and farming for three years; at the end of which time he came to Necedah and worked in the mill of Bradford, McCoy & Co., doing their saw-filing until 1880; since which time he has acted as foreman in the mill of Lyman & Son, successors to Bradford, McCoy & Co. Is a Republican, and a member of the A. O. U. W., of which lodge he was the first master at Necedah and represented the same in the Grand Lodge at Madison, in February 1881. Is now serving his fourth year as justice of the peace. Was married in the Fall of 1856, to Harriet M. Davis, a native of Maine; born in 1837. They have five children living — Sofia, now Mrs. Newlin; Ursula I., Nellie A., Frank W. and Rena B.

J. A. JENKINS, foreman J. W. Bradford & Son, Necedah, a native of the State of New York; born in 1836; received a common school education and when not attending school was employed in the manufacture of lumber until 1857, when he concluded to see some of the country, and accordingly traveled

over the West and South of the United States, for about two and one-half years, during which time he attended one term at the Oberlin College, of Ohio, and in 1860, came to Necedah and was in the employ of Geo. B. Burch & Co. and T. Weston & Co. most of the time until 1869. He then went to Ohio and acted as foreman of a mill for four years. Then went to Keokuk, Iowa, where he had charge of the mill of B. P. Faber & Co., for nearly six years, after which, in April 1879, he returned to Necedah and has since been foreman for J.W. Bradford & Son. Mr. Jenkins is a hard working man who is faithful to his employers, and a man who understands the manufacture of lumber, thoroughly. Was married in 1860, to Sarah Jane Watkins, born in the State of New York in 1840, and who died in November 1866, leaving one child, Carrie, now living in Allegany Co., N. Y., and in May 1874, he married Mary McIntyre, a native of Kentucky, born in 1852. They have three children — Grace, Glen and a small boy.

WILLIAM PECK, engineer and millwright, Necedah, is a native of New York, born in Allegany County in 1827; received a common school education, and followed farming until 1845. He then went to Illinois where he worked at farming during the summer, and in winter seasons engaged in lumbering near Watertown, Wis., for two years, when he moved to Jefferson Co., Wis., for about two years, after which he went to Sauk County, settling at Reedsburg, of which place he was one of the first settlers, and was engaged in the manufacture of lumber for about four years, at the end of which time, in March 1853, he came to Necedah, and was employed in the mill of John Werner for three years, then in the mill of T. Weston & Co. for three years, after which he purchased an interest in a mill, and ran the same for three years, at the end of which time he was employed as foreman in the mill of T. Weston & Co. until 1875, then as foreman in the mill of Bradford, McCoy & Co. until the Spring of 1880. He then spent the summer in the Dilly Shingle Mill, since which time he has been in the employ of George B. Burch & Co. as engineer and millwright. He was married in the Fall of 1848, to Eliza S. Ward, a native of Pennsylvania, born in 1830. They have six children — Theron, Martha E., Mary, Vernon and Elmer. Mr. Peck is a Republican in politics, and a great joker. The number of "gianters and crockajoes" he has slain is unknown.

S. B. SARLES, of firm of George B. Burch & Co., Necedah. A native of New York; born in 1831. Came with his father to Wisconsin in 1842, settling at Racine, where he lived until 1850. Then he went to California, followed mining and served in the Indian wars of 1853-5. Returned to Wisconsin in July 1856, and has since made Necedah his home. On his return he was employed by T. Weston & Co., for three or four years, after which, in 1861 he commenced keeping hotel, which business he followed for five years. He then sold out and engaged in logging one season, and the following spring went to Sabula, Iowa, carrying on a lumber business in partnership with George B. Burch and R. E. Patterson, until the Spring of 1868, when Mr. Patterson died, and Mr. Sarles returned to Necedah, since which time he has been a member of the firm of George B. Burch & Co. He takes but little interest in politics. Was married in 1860 to Kate Lewis, a native of the State of New York. They have two children, Emma J. and Kate O., both attending school at the State University at Madison.

Forest History Association of Wisconsin, Inc.

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

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