1848 – Small tracts of land along Green Bay, reserved by the Menominees, were ceded to the United States, and they received land west of the Mississippi River on which they were to settle. They refused to go, asked for land in Wisconsin.

1854 – Menominees relinquished "any and all remaining claims" to lands in the Upper Peninsula; received a tract of land on the Wolf River in Wisconsin for their settlement – the present Keshena reservation.

PICTURE

Used through the courtesy of Miss Elizabeth PenGilly, who took it at the home of Mrs. Joseph Zietz, 929 Water Street, Marinette.

Mrs. Zietz is the granddaughter of Elizabeth Jacobs McLeod and great-granddaughter of Marinette Jacobs Farnsworth. Louis Bernard Kaquetosh, seated in a rocking chair that once belonged to "Queen" Marinette, sprinkled a pinch of tobacco, according to ancient custom, upon the spirit stone before filling his pipe.

This stone formerly lay in the yard at the McLeod home, Menominee. It was said that an Indian who sought to live forever was changed to this stone and it had supernatural powers. (See also page 372.)

LOUIS BERNARD KAQUETOSH

Louis Bernard Kaquetosh, intelligent and highly respected Menominee Indian, was born at Menominee July 8, 1857 and died there February 16, 1939. He attended school as the white children did and when he grew up hunted, worked as a timber cruiser, and at other employment.

He was a great grandson of Tomah, chief of the Menominees at the time of the War of 1812. (See Menominee Herald-Leader July, 1936). His grandfather, Kakwaitosh, a mixed blood Ottawa, married Tomah's daughter Ashawakanau (Flying Over the Lake). For many years Kakwaitosh carried the mail between Fort Howard (Green Bay) and Mackinac Island.

Little Louis had for his godmother "Queen" Marinette, the capable Indian woman for whom Marinette was named. (See pages 204 and 210). As an old man Kaquetosh still recalled his godmother with affection. He said that when he was a small boy he went with some young women of his godmother's household to see the first community Christmas tree.

When they returned after the festivities his godmother asked Louis what present he had received. Mutely he drew from his jacket a little paper bag of candy and held it out. "Is that all?" asked Marinette. Little Louis nodded. She viewed the package with some disfavor but said no more, and Louis presently curled up on his customary bed when a guest there, a big bearskin rug by the warm fireplace.

However, when he started home the next morning Marinette told him to ask his father to come across the river as she had a real Christmas present for Louis. Wonderingly, he did as he was bade, and then waited anxiously for his father's return. At last he saw his Christmas present coming — the best he ever had in eighty years of living — a beautiful little brown pony he had often thought fit for a chief. Now it was his own.

Louis Bernard Kaquetosh was the last of his line in Menominee as he left no descendants.

THE CHIPPEWA INDIANS

There were Indians of the Chippewa tribe living in the neighborhood of Chalk Hills within the memory of many of the older residents of Menominee county. Frequent mention of Indians is made in several of the articles dealing with the various townships. The Chippewas here belonged to the large tribe of Chippewas or Ojibways or Ojibwas as they are often called, which had villages along the northern and southern shores of Lake Superior and southward. They were akin to the Menominees and Pottawatomies.

Even sixty years ago it was no uncommon sight to see a file of Indians moving along the river or across country between the river and the bay. Miss Minnie Rudginsky, who has resided in Menominee township since 1880, says that for a time when she was a small girl her family lived near the present Riverside avenue in Marinette. She can recall that at the cry, "The Indians are coming!" all the children of the neighborhood dashed toward the river to see them pass. They would come single file. Usually the squaws walked and carried loads of blueberries, raspberries, or maple sugar; often nearly a bushel of ripe crushable fruit. A blanketed squaw would carry such a box on her shoulders by means of straps over the shoulders and a wide flat forehead band. The braves rode their little ponies. The ponies were so small that when a man was of good stature his toes would touch the ground on either side as he rode straddle of his mount. The men wore fringed buckskin and sometimes big headdresses.

THE POTTAWATOMIES

The Pottawatomi Indians of Harris township came into this county quite late as explained in the article by Frank Wandahsega. This small band now has some admixture of blood from Chippewas, Ottawas, and perhaps other groups, but preserves its own name and characteristics. It is said that the word Pottawatomi means "People of the Place of Fire." The Pottawatomies were of Algonquian stock as were the Menominees and Chippewas. When the English and French first came to the region of the Great Lakes the French succeeded in making the Pottawatomies their friends and allies; and their accounts speak highly of them. The English being on the opposite side gave less glowing accounts. However, after the English had taken over the lake region which the French gave up in 1763 the Pottawatomies took sides with them against the American Revolutionists and remained loyal until after the War of 1812.

The Pottawatomi in early days seem to have lived in Canada and eastern Michigan, gradually moving southward as other eastern groups pressed in. By 1816 thousands of them were in the Chicago area — southwestern Michigan, Indiana, and Illinois. Some of them took an active part in the Fort Dearborn (Chicago) Massacre of 1816, although such chiefs as Winnimeg, Black Partridge and Waubansee did what they could to avoid bloodshed.

In following years although there was peace, white settlers were uneasy at the proximity of so many Indians. In 1833 there was a grand council of chiefs at Chicago, at which they were persuaded to cede to the white people all the lands east of the Winnebagoes. The Pottawatomies, Ottawas, and Chippewas agreed to give up their lands soon. Two years later in 1835 about 5,000 Pottawatomies gathered at Chicago to receive their annuities, hold the ceremonies of farewell at leaving their homes and go west. It was at this time that some broke away and refused to go as related in the article by Mr. Wandahsega. One of these little bands eventually reached the country north of Cedar River. The Indians had worked north gradually, living for years at Wisconsin hunting grounds in the neighborhood of Sheboygan and farther north.

To them in Menominee county came Peter Marksman, Methodist missionary to the Indians, and his wife Hannah who remained with them many years. The Marksmans for a lifetime labored among the Indians in northern Wisconsin and upper Michigan. Seeing the inroads made by the white people Peter Marksman endeavored to help the little band of Pottawatomies to establish themselves where they could survive in spite of the pressure from without and the rigorous mode of life they had.

THE POTTAWATOMIES NAMED AS THEIR SPOKESMAN PETER MARKSMAN, THE MISSIONARY

To aid in business matters relating to the federal government, the Pottawatomies of Menominee County named the missionary, Peter Marksman as their representative. The document granting such power is recorded in Liber U of Deeds, p. 455, the Menominee County register's office.

. . . POWER OF ATTORNEY

Know all men by these Presents, that we the chiefs and head men of the Chippewas, Ottawa, and Pottawatomee Indians of Lake Michigan belonging to the Treaty of September 26, 1833 do hereby make, constitute, and appoint the Rev. Peter Marksman our Chief Speaker and fully authorize and empower him as our General Agent and Attorney to do and transact business with the Government of the United States, its officers and agents and all Business that may at any time arise between our Several Bands and the said Government of the United States of every kind whatever. And we hereby authorize and empower him to give Receipts and agreements and discharge for our said Bands as fully as we ourselves could or might do the Same.

In witness Whereof we have hereunto set our hands this 13th day of August in the year of our Lord, 1883.

Michael Harris)
Justice of the Peace)

Names signed, each with his mark)

Chief Abraham (x) Ob-wa-qua-unk
Grandson of the Late Chief
Chief David (x) N'-Saw-Wah-quet
Son of the Late Chief
Chief John (x) Caw-We-Saut
Grandson of the Late Chief
Chief Pa- (x) mob-a- mee
Grandson of the old Chief and Warrior
Chief Solomon (x) Me-nuk-quet
Son of the Late Chief
Chief Benjamin (x) Ah-quee-wee
Son of the Late Chief
Chief James (x) Ce-Kee-toh
Grandson of Late Chief and Warrior
Chief (x) Wd-Zhe-gaub
Son of Late Chief Wah-be-Kai and Warrior
Chief Joseph (x) Wah-mix-i-co
Son of Late Wah-mix-i-co
Chief Chis (x) in-Ke-bah Magwadoh
Son of the Late Chis-inke-boh
Chief Mok (x) ne-doipenais
Grandson of the Late Chief Ke-Wase

Head Men

John K. Lappenains (x)
Thomas Ke-Zhug (x)
Henry See-nund (x)
William Ke-Zhug (x)
Duncan J. Lappenains (x)
Anthony Ke-Zhug (x)
Joseph Bemis (x)
Sha-bwa-duzk (x)
Wa-ne-dung (x)
Simon Ne-ningah Sum (x)
Joseph Shah boo-Ke zheg (x)
Joseph T. Pa-mob-a-mee (x)
Thomas Pa-mob-a-mee (x)
Oge Mah-pe-nais (x)

NOTE: Sah-penaiss the venerable chief who had led the band in its wanderings died March 11, 1882. (In the vital statistics his name is written John Sapaneus, age 100.)

HOW THE POTTAWATOMIES REACHED MENOMINEE COUNTY AND THEIR PRESENT-DAY LIFE

By Shah-wah-ne-ko-um
(The tribal name of Frank Wandahsega, Wilson)

According to what information I learned from the older Indians . . .

The Pottawatomies were scattered the time of their removal from the Chicago lake front to Council Bluffs, Iowa. The government was going to put the Indians in box cars like livestock and some of them managed to slip away . . . The original band which is now known as the prairie band is on the reservation at Mayetta, Kansas.

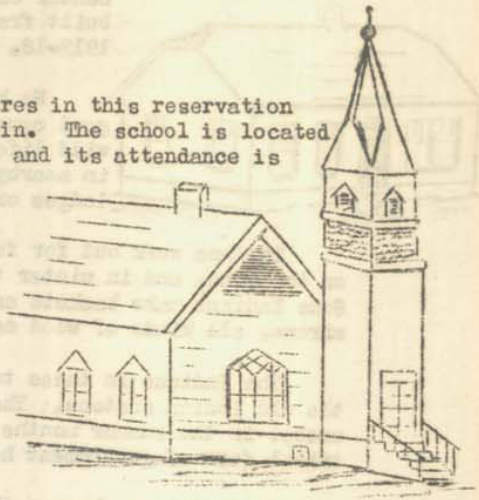
Some of those that went away from the big band went along the shore line with canoes and some on ponies. They were scattered in small groups along the shore of Lake Michigan. As hunting grounds were occupied our people moved down farther until they reached Cedar River.

They came upstream and formed a village ten or twelve miles from what is now known as Cedar River mills, Michigan. There they made wigwams and started a village, cleared land, planted in summer, hunted and trapped in winter. They lived at this clearing, known to us as Joe DeGrave's farm and saw-mill here . . . old Indian burial grounds can be seen today and some signs of olden times.

As white men came nearer . . . Indians moved to where they now live at Hannahville. About 68 years ago (i.e. between 1865-70) missionaries came to them and they began adopting English names. They named the village Hannahville Indian Mission. (NOTE: The settlement was named for Hannah Marksman, wife of the missionary Peter Marksman.)

. . . Sah-pen-aiss passed away, then Ne-suh-wah-quot, meaning crutch, was made chief of the band. The last, oldest chief died (1914) . . . he was blind and very old, name Abraham Meshigaud. His grave can be seen today any time at Hannahville Indian Mission.

I think there is about 1,000 acres in this reservation at Hannahville, not counting Wilson in. The school is located about the center of the 1,000 acres, and its attendance is about 32 pupils (1937) . . .

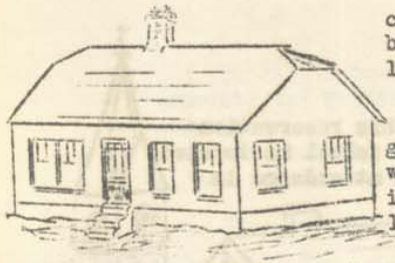


Now our church is about one mile from this school and the pastor from Hermansville holds a meeting there once a week for Methodists. We also have Catholics but they have no church here . . .

We are neighbors to some white people at Wilson and they have electric lights, but not us . . . 3½ miles is the closest phone . . . Our students after graduation from . . . school under the new act which is called Reorganization Act . . . may enter college if they so desire . . .

Hannahville Indian Mission is the correct name of the settlement . . . The Pottawatomies formed the village before any railroad was put through here, before any white man built anything. This settlement can be reached from Harris 3½ miles south of Highway U.S.-2. (NOTE: The settlement north of Wilson where the writer lives is of later date.)

. . . The land on which we Indians live was bought by the government in 1914 and 1915. The population of this village is 131 Indians, 4 whites, 2 half-breeds. The village is not exactly in one block, the houses are scattered about one-quarter mile apart. We have a schoolhouse and a church in the



center of our village. The government built frame houses for us in the year 1917-18.

We have lots of land for tourists, good camping grounds for people who like wild life, scenery, hunting, and fishing in nearby streams; but we have no tourist lodges or cabins.

Indians work out for farmers during summer months or on the road, and in winter they work in lumber camps nearby. Some Indians make baskets and other things, such as bows and arrows, all kinds of wood carving . . .

The Indians in these two villages have done away with the old Indian customs. They do not hold Indian ceremonials except in the summer months for the tourists. We have a tribal form of government here, composed of all Indians . . .

Indians here observe the Christmas and New Year mostly, because New Year is the biggest day here for us Indians. At the day we all gather in our village church and eat New Year's dinner together. We have four committees for that day. At the end of the day these four committees choose four new committees to take care of the dinner for next year. After the dinner we usually have a program, speeches, and songs both by young and old. This has been kept up for many years back.

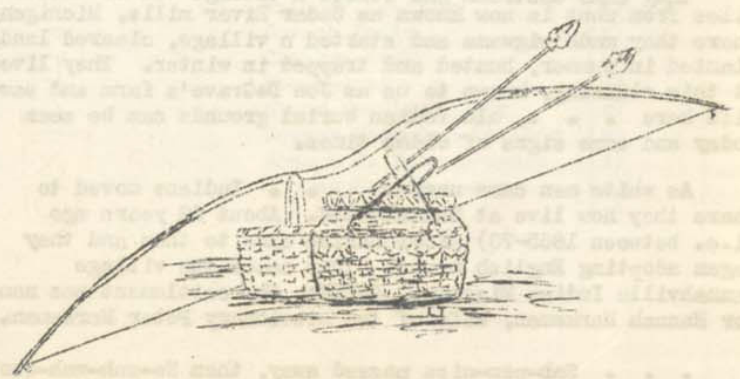
The population is about normal here in our two villages, it's not up or down.

Some young people are used to city ways as they go out and work . . . all live the modern life of today.

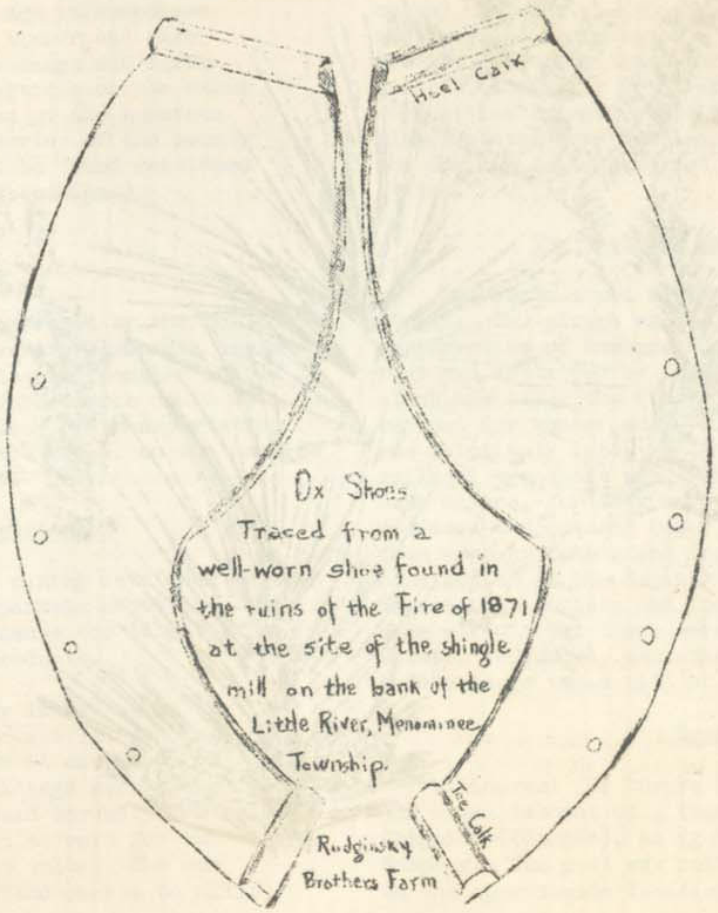
Menominee Herald-Leader 7/23/08 Growing weaker and weaker each day as he lies gazing at the sky through the aperture of his wretched hut, David Crotch, the last of the head men of the tribe of Pottawatomie Indians is dying at Hannanville near Harris.

The aged Indian is said to be near eighty years old and is a descendant of one of the chiefs who signed the treaty of the United States in 1833. His aged wife still lives and remains constantly at his side, but he has no sons to wear his mantle of Indian greatness.

In his youth and prime David Crotch was considered one of the most powerful Indians in this section and his word was law. (David Crotch died August 26, 1908.)



Lumbering Days in Menominee County




Hemlock
Red Spruce
Pitch Pine
Arbor Vitae
Norway Pine

THE LUMBERING ERA IN MENOMINEE COUNTY

(Note: The following article by Jean Worth, Editor of the Menominee Herald-Leader, very properly includes some discussion of mill operations in Marinette and Menekaune as well as those on the Menominee side. Some of the companies operating in Wisconsin had huge land holdings in Menominee County and logged off millions of feet of timber and also established some of the early mill company camps and farms of Menominee County. The brevity of the article on the other hand precludes an outline of the activities of the numerous small mills that helped to develop the interior of the county between 1875 and 1905. Many of these will be found mentioned in the articles dealing with the various townships.)

The First Industries

The fur trade was the first industry created by the white man on the Menominee River. It did not require elaborate equipment or large personnel, two major obstacles to frontier industry. Furs were not unduly bulky, considerable worth could be compressed into small bundles so the problems of transportation were reduced. The furs caught here went to Europe, so the dandies of London and Paris might wear beaver hats.

Importance of Water Transportation

Commercial fishing and lumbering and mining developed next. At first all were largely dependent upon markets about the lakes because of transportation problems and because the Atlantic Coast had its own fishing and lumbering products.

Waterways were indispensable to early lumbering in the Great Lakes region, and this shaped the course and success of the industry. Timber was so heavy that it could not be transported far by sleigh haul. First cuttings were along streams. When the forest harvest progressed beyond profitable winter sleigh haul to a stream, timber had to wait for the coming of the railroads 1871-72 to achieve value. The cut timber was driven down stream on spring flood crests to mills located at the stream mouth on the Great Lakes. There sailing vessels loaded the lumber for shipping to lake ports.

Markets Widened With Coming of Railroads

With the construction of railroad lines inland areas were opened as markets, and as their local timber stands were exhausted when population increased, the northern forests became important and the lumbering trade thrived. The transition from the log cabin of the early frontier to the big frame house of early communities brought exploitation of the forests. When the plains states were settled, a vast new market was opened, for the prairie lands were not heavily timbered like the lake states.

The Westward March of the Lumbermen

Lumbermen moved westward as they exhausted the timber stands. The plough was to follow the axe. There was no conservation of lumber. Only the best was cut. Most of the rest was destroyed by tragic fires that swept through the slashings after the first cut. Fine hardwoods that would today be used for veneer woods were burned to make charcoal. And that was relatively late, for the hardwoods were not cut before railroad transport was available. They could not be driven down rivers, for they were not buoyant enough to float. The woodsmen who cut the Upper Peninsula's forests came largely from eastern Canada and from Lower Michigan, after exhaustion of pineries in the Saginaw Valley and other famed logging areas. Wisconsin's forests and those of Upper Michigan were cut in the same period; but there were steam sawmills on the Peshtigo, Oconto, Pensaukee, and other rivers to the south of Menominee before there was a mill on the Menominee River.

Resident Fur Traders

Itinerant fur buyers traded on the Menominee River until the establishment of a trading post here about 1796 by Louis Chappieu (Chappee), an agent of the British-American Fur Company. The post was built on the Marinette bank of the river on the approximate location of the H. L. Haslanger residence,

2125 Riverside Avenue, Marinette.

The early written history of Menominee is fragmentary, and often contradictory, but the following facts stand out. William Farnsworth, employed by the American Fur Company at Mackinac Island had trouble with his employers there and decided to set up a trading post of his own. He came to the Menominee River in 1823 and built the first house on the Menominee side of the river, if you could call it a house. It was described in contemporary accounts as resembling a root cellar, with a prepared deerskin used to admit light in lieu of glass, which was a costly commodity that had to be carried in from the East.

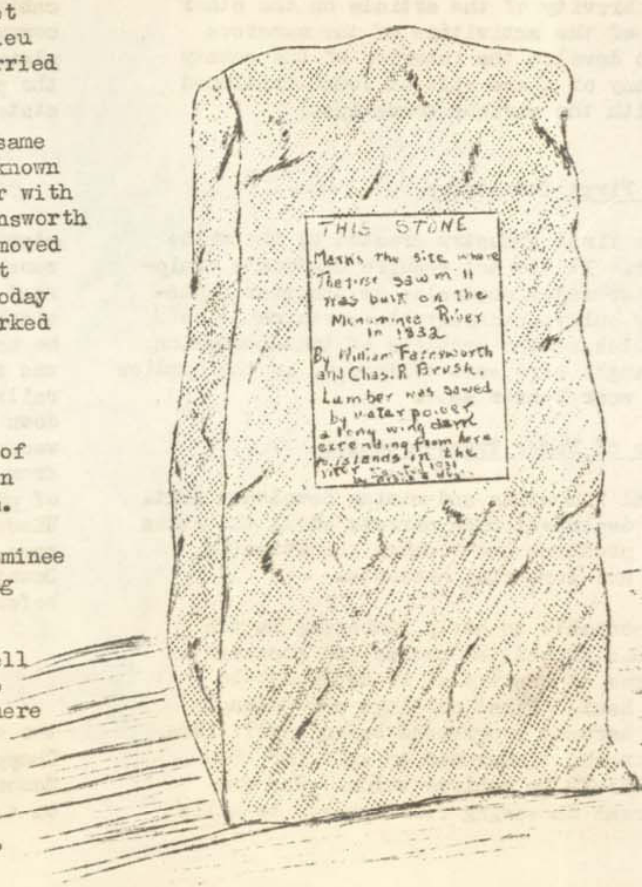
Charles Brush came to the Menominee River about the same time as Farnsworth, and the two men formed a partnership known as Farnsworth & Brush. Division of the trade on the river with his rival across the stream did not satisfy ambitious Farnsworth after a time, so he and his partner ousted Chappieu, who moved five miles upstream and there erected another trading post and stockade. The place was named for him. We know it today as Chappee Rapids. There the pioneer trader lived and worked until his death in 1852.

Ambitious Plans of Farnsworth & Brush

Farnsworth & Brush, as indicated by their expulsion of Chappieu, were enterprising. Trade with the few white men and with the Indians along the river did not satisfy them. Two other chances for business increasingly caught their interest. These were the whitefish that came up the Menominee River in season and the tall white pines which stood along the bank of the stream. If the fish could be caught and salted down and if the trees could be cut up into lumber there would be more profits for the traders. Where to sell the fish and the lumber were the problems. There were no markets in Milwaukee and Chicago at that time, because there was no Milwaukee and Chicago.

The First Mill on the Menominee

But the partners decided to risk the venture anyway. Perhaps they could sell their fish and lumber in the East. In 1832 they started construction of a sawmill whose dam was equipped with fish weirs, so that both of their projects were included. The timber dam was constructed from the Marinette bank to an island in the river a short distance above the Hattie-Erdlitz street bridge and so-called "first dam" on the river today. A tablet on the Marinette bank marks the location.



The mill was a water mill, operated by water power generated by the pond backed up by the dam. It was a puny, little mill measured by modern standards, with a day's output of 6,000 to 8,000 feet of lumber.

The dam provided the start of commercial fishing operations here, for after it was constructed the weir was built on the apron below. When the fish were running in the river they schooled in the weir by thousands and could be taken each morning in enormous quantities with no more effort than scooping them out of the weir. In some seasons Farnsworth & Brush packed as many as 550 barrels with no expense beyond dressing, salting, and cooperage.

Everything indicated a tremendous success for the venture. Labor was

cheap as shown by the following document of the time:

> "This article of agreement made and entered into this 25th day of April, 1835, between Farnsworth & Brush of the one part and Jean Battest Boprie of the other part; witnesseth that said Jean Battest Boprie has hired and bound himself unto said Farnsworth & Brush and then serve in the capacity of interpreter and laborer the full term of one year from date hereof unless sooner discharged, and the said Farnsworth & Brush, their agents and assigns, under penalty of losing his wages. In consideration of the faithful performance of the above agreement, the said Farnsworth & Brush agrees to pay him, the said Jean Battest Boprie, one hundred and forty-four dollars, payable in clothing and such other merchandise as his necessities shall require during the time or at the expiration thereof." The agreement was witnessed on the "Menomany River," April 25, 1835.

The First Land Sale Recorded for Menominee County

And the timber was cheap. Perhaps Farnsworth & Brush helped themselves when they started. The first land transaction on the river was recorded in 1838 in the office of the register of deeds, Mackinac County, Mackinac Island, and later retranscribed into the Menominee county register of deeds office when Menominee county was created. By the transaction Farnsworth & Brush acquired a strip along both sides of the Menominee River from its mouth at Green Bay to a point four miles upstream. The strip on each side of the river was a mile wide and thus included most of both of the present sites of Menominee and Marinette. The consideration was $1,000. For it, on May 22, 1838, Alex Mcleod quitclaimed the interest he had acquired in the property from the United States governor of the Territory of Michigan.

Financial Difficulties

But even with such cheap timber and labor, the sawmill of Farnsworth & Brush, first one on the Menominee River, was not a success. Lack of profitable market for the lumber probably defeated the venture. The mill was reported sold by the sheriff at one time for debts owing to D. M. Whitney of Green Bay, who sold it for eighteen barrels of whitefish to Samuel H. Farnsworth. If this story is true, local history skips a page, for in 1843 Dr. Jonathan Corry Hall, who had come to the river from Ithaca, New York in 1839, and a man named Jerome purchased Charles Brush's interest in Farnsworth and Brush. The next year they purchased Farnsworth's interest in the mill, and apparently in this year the mill dam washed out.

The Second Mill on the Menominee

While the Farnsworth & Brush mill was struggling along on the lower river here, Charles McLeod, who had come to Menominee in 1832, built a water-powered sawmill on the Menominee River at Twin Islands in 1841. This was the second mill built on the Menominee River, and, like the first mill built by Farnsworth & Brush, it was not successful. Probably a major factor in the failure of McLeod's mill was lack of means to deliver to market the lumber that was sawed. The early river mills floated their lumber downstream in rafts to the river mouth where it was loaded on sailing vessels. Construction of dams barred the river to this raft traffic and cut off the upriver mills from the lakes. This was an obstacle to the success of McLeod's mill, for after destruction of the dam that powered Farnsworth & Brush's mill another was constructed here.

The Third Mill on the Menominee

The third mill on the river was built by Hall & Jerome, who had succeeded Farnsworth & Brush. Their mill was built over a dam constructed from the Menominee bank of the river above the Riverside Country Club house to an island in midstream. Another dam was constructed from the island to the Wisconsin bank near the present site of the Park Mill of the Southern Kraft Corporation. This was the largest mill constructed on the river up to this time. It had six saws, each powered by its own water wheel. It also manufactured siding and

lath, and it had a fish stage, like the earlier Farnsworth & Brush mill, to intercept the spawning runs of fish upstream.

New Islands Formed

The Hall & Jerome mill was constructed on piling sunk in the river bed in 1845. Logs cut along the river bank upstream were floated down the river to the mill, dogged and hauled by water power up into the mill for sawing. The sawdust from the operations, the thin slabs not used for lath, the snipe ends of the logs, and other refuse were tossed into the stream to be carried away by the current. This sawmill refuse floated out of the river to litter the beaches of the bay. Some of it piled up on shoals and sandbars in the river and became covered with sand forming new islands. The river was wide and marshy in its lower reaches and its banks were built up to some extent in this manner, so that the stream now presents an appearance greatly changed from Indian days.

Getting Mill Products to Market

Like the refuse, the lumber sawed at the Hall & Jerome mill was thrown into the river on the downstream side and piled criss-cross onto rafts. These rafts were bound together by boring holes through the corners and driving pegs into the holes. On top of the rafts the bundled lath was piled. Men poled these rafts downstream, fending them off from the shoals and keeping them in the deeper channel at the center. In the lower river the water was deeper on the Wisconsin side, and this was the course followed by the rivermen who guided the rafts. At the river mouth the rafts were anchored until there was a schooner ready to take aboard their lumber, for no vessels could navigate into the river in those days before dredging operations.

The lumber vessels lay at anchor out in the bay, and the lumber rafts were pulled out to them by men tugging on a cable which ran out to a buoy anchorage in the bay. The first lumber cut by river mills here was all white pine, as were the first lath and shingles. The lumber was shipped green. There was no yard storage of lumber at the Hall & Jerome mill for drying. Quick storms caught many rafts in the bay while they were being loaded into vessels, broke them up and scattered their lumber along the beach. Many of the first homes here were built of free lumber salvaged from the beach. The lath freighted down the river on the lumber rafts were used to fill in the chinks in the holds of the vessels to keep the lumber cargo from shifting and were thus transported to market.

Early Mill Machinery

Muley saws were used in the Hall mill, straight blade saws which operated up and down, sawing off slabs and lumber from logs held on a carriage which moved past the saw. A settlement to house the workmen employed there grew up about the Hall & Jerome mill. It was called Killgobin by the Irish workmen who predominated in the little settlement, the largest up to that time along the river. (See Reminiscences of James F. Lyon)

After construction of the mill in 1845 Jerome did not long remain a partner of Dr. Hall. He sold his interest in the enterprise to a man named Spaids of Chicago, and Spaids in turn sold it to a man named Cable, also a Chicago resident. In 1847 Dr. Hall purchased Cable's interest and acquired full control of the property. He had had three partners in two years.

Fate of the Hall "Water Mill"

The Hall mill, like those of Farnsworth & Brush and McLeod, which preceded it on the river, was unsuccessful. The turnover in ownership indicates the lack of profits. The mill was operated for creditors for a time, but its life was short, for in 1856 it burned. The fire consumed the frame structure down to the river level of the piling. The embers floated downstream and the history of water power mills on the Menominee River was closed. There had been three constructed in thirteen years and they had operated over a span of twenty-four years, nearly a quarter century. Not one had been successful.

After the Hall mill burned (It was known to Menominee at the time as the "Water Mill", not Hall's Mill because of the frequent changes of ownership) the dam which created its water

power was washed out by the river and the settlement of Killgobin about the mill crumbled into ruin, for there was no longer employment there for the men who had operated the mill.

It was an inauspicious beginning for lumbering on the Menominee River, a stream which later was to acquire wide fame as a timber waterway, and which was to make the port of Menominee the greatest lumber shipping center on the Great Lakes. The second stage of the lumbering era was close at hand. It was an era of steam.

New York Lumber Company Erects First Steam Mill

In 1856, the same year that fire destroyed Hall's mill a corporation named the New York Lumber Company started construction of a sawmill on the Wisconsin bank of the Menominee River near its mouth. This mill was the first steam mill on the river and the largest mill built up to that time. It was a big, two-story structure of frame construction, unpainted, with the saws on the second floors and the boiler room and engines on the first floor. Its machinery included both a round gang and a flag gang saw. The round gang slabbed the logs and cut a few boards off the cant, which was then passed on to the flat gang, which cut it into lumber. A gang saw is a series of saws on the same arbor, turning together and cutting a timber into lumber at one operation. Nearly every saw in the New York mill had its own steam engine for power. There were six steam engines in the mill. The central power system with shafting and pulleys and belts for transmission of power was to come later. The New York mill cut lumber, timbers, siding, clapboards, and lath.

The mill's log pond was in the south branch of the Menominee River before the mill, and logs were hauled up into the mill on a little carriage operating on the end of a bull chain. The carriage ran on a track into the log pond. The log was floated over it, dogged, and hauled up into the mill. This was an advance from the snaking of logs up into the mill at the end of a cable at the earlier water mills.

The New York mill had a crew of about a hundred men, about double the crew employed at Hall's mill. The river was still not navigable for vessels, so the lumber was cut in the mill and loaded green onto flat scows in the river at the mill, and the scows were towed by small tugs out into the bay where the lumber was transferred to sailing vessels riding at anchor. Rafting of lumber on the Menominee River was done.

The New York mill was constructed on a site which is the approximate site of the Menominee & Marinette Box Company's mill in the village of Menekaune. Building of the New York mill resulted in the construction of the village of Menekaune the most populous settlement on the Menominee River up to that time. There still was no settlement worthy of that designation near the heart of present day Marinette at Dunlap Square, then called Mission Point.

When the New York Lumber Company started construction of its mill the Menekaune region was a tamarack swamp, a tangled morass of wind-felled timber. The lumber company started the new settlement in typical fashion by constructing a big boarding house to house the men employed at the mill. It was constructed a short distance upstream and a bit back from the river bank.

The New York Lumber Company did not make a success of its operations at Menekaune and two years after construction of the mill it was assigned to creditors, who operated it for a time. Meanwhile the village of Menekaune was growing. Workmen who married left the boarding house and built homes for their families. When the Civil War started in the next decade Menekaune was the center of life on the river and the scene of the stirring meetings that sent the volunteers to fight in the war between the states.

The first street in Menekaune was constructed parallel with the stream. Eli White built his big, three-story Menekaune Hotel on it. His brother, George White, was the chief millwright at the New York mill. At the other end of the street was the Hawkins saloon which competed with Eli White's bar for the patronage of the millmen. The drinkers of the day, and they numbered virtually all of the men employed at the mill, used to

marcn between the two saloons. They drank beer brought up by vessels from Green Bay, where Frank Hagemeister, Green Bay's first butcher, had started a brewery. Rahr and Hochgreve beers were also brought in from Green Bay.

Disposal of Waste Wood

Waste wood from its operations fired the boilers of the New York mill, but the fires did not begin to consume the tremendous amount of waste. So the excess sawdust, edgings and slabs were carted out on an elevated tramway and dumped from its end. The tramway was extended as the operations continued. In this way the level of the swampland was raised. Menekaune was built on waste pine. There was no burner for waste at the New York mill. No sawmill on the Menominee River had a burner befofe 1867. Burners later became standard fixtures of sawmills here, big silo-like iron shells lined with fire brick into which the mill waste was dumped to be burned. Before 1867 the waste was dumped into low areas for fill. Menominee owes its present grade to these operations.

Other Lumber Interests

Lewis S. Patrick, pioneer postmaster of Marinette, reported in a history of the Menominee River written in the seventies, that $80,000 was expended on construction of the New York Lumber Company's mill before it produced its first board. The mill was not successful and in 1858 was forced into an assignment for the benefit of its creditors. The firm was then operated by O. E. Hosmer and Col. Roger Fowler with Hiram Fowler acting as their agent until about the year 1860. In that year Charles Welles sold his interest to Jesse Spalding of Chicago who also in this period acquired a big portion of the timberlands in what became Cedarville, Harris, and Spalding townships of Menominee county, to supply the sawmill which he operated at the village of Cedar River which he virtually owned. Spalding township and the village of Spalding were named for Jesse Spalding.

Spalding with the able assistance of his man on the grounds, Augustus C. Brown, manager of the New York mill, succeeded twice in re-establishing the mill after it had burned down and successfully operating the big mill. About 1865 H. H. Porter of Chicago bought an interest in the New York Company and added further impetus to its success. The business was incorporated in 1872 under the name of the Menominee River Lumber Company and its period of boom operations was at hand, for the disastrous fire of 1871 had wiped out the city of Chicago and a huge market for Menominee's pine had been opened there by the needs of reconstruction.

Philetus Sawyer, Oshkosh, Wisconsin lumberman became a large stockholder and in the year 1876 was president of the company. In that year the Menominee River Lumber Company owned approximately 90,000 acres of land, nearly all timbered in white pine and most of it in Menominee county.

In 1869 the Old New York mill in Menekaune was destroyed by fire. Spalding and Porter immediately started building a new mill across the south branch of the Menominee River on the island in the river, now site of the Diamond, Northland, and Marinette coal yards. The new mill, a much better one than the old, started operations the following year 1870. The next year, 1871, the holocaust which destroyed the village of Peshtigo and part of Menekaune threw burning embers onto the wooden roof of the new mill and it was leveled to the ground by fire. Nothing daunted, the company, having had a taste of profits from the operation of its short-lived mill, immediately erected another mill on the site of the first island mill and it started operations in 1872, the year the company was incorporated as the Menominee River Lumber Company. First officers of the company were: W. D. Houghteling, president; H. Williston, secretary and treasurer; and directors Jesse Spalding, H. H. Porter, O. R. Johnson, and F. B. Stockbridge. In 1875, operating only in the summer season, the mill cut 17 million feet of lumber. Its operations founded several fortunes.

N. Ludington Company Mill

In 1856, the year that Hosmer and his associates started

construction of the New York mill at Menekaune, Nelson Ludington of Chicago, Harrison Ludington, later governor of Wisconsin, and Daniel Wells, Jr. of Milwaukee started construction of a mill upriver on the Wisconsin bank, just below Mission Point, now known as Dunlap Square.

This N. Ludington Company mill started operations the next year, 1857, and in the following year Isaac Stephenson bought out Harrison Ludington's quarter interest in the concern and started amassing the greatest fortune in the history of the Menominee River.

In 1863 Anthony G. Van Schaick purchased an eighth interest in the concern from Nelson Ludington and Isaac Stephenson later acquired his eighth interest. The mill remained the N. Ludington mill, but because of Isaac Stephenson's resident connection with its operations it was known familiarly on the river as "Ike's Mill." The company was one of the most successful in the history of lumbering on the river here. Its profits were large and consistent and it suffered no setbacks by fire, a common fate of early frame sawmills standing at the hub of a lacery of sawdust covered roads and immediately beside waste burners which showered them with sparks. The N. Ludington Company was incorporated in 1868 with Nelson Ludington as president. In 1876 Ludington still was president and Isaac Stephenson was vice-president. In 1876 the company owned 83,000 acres of timberland in Menominee and Oconto counties and also owned a water-powered sawmill on the Escanaba River four miles from its mouth. The operations near Escanaba at Wells continue today under the administration of Senator Stephenson's estate as the I. Stephenson Company, operating a big steam mill. In 1875 the N. Ludington Company mill in Marinette cut 16,800,000 feet of lumber.

Kirby Mill

The first water mill on the Menominee River, that of Farnsworth & Brush, was on the Marinette side. So was the first steam mill, that of the New York Company. But in 1856, the same year that the New York mill started, Abner Kirby, a plug-hatted, plunging grain trader from Milwaukee, started construction of a sawmill on a sandbar in the Menominee River on the Menominee side of the stream. The mill started operations in 1857 and sawdust and edgings from its sawing were dumped about it until a sizable island had been created. It was called Kirby's Island. Eventually, the channel between the island and the mainland was filled.

Kirby's Island was first considered a part of Wisconsin. When the island was claimed under riparian rights by the owner of the adjacent Michigan mainland, the mainland frontage was purchased by the mill company and the island was established as in Michigan domain. The site of the mill is now a part of the Central West Coal Company's yard.

In 1859 Samuel M. Stephenson, who had first come to the Menominee River in 1856, became a partner of Kirby in the mill one year after his brother Isaac had purchased a quarter interest in the N. Ludington Company mill at Marinette. Mr. Stephenson took full charge of the operations at the mill as Mr. Kirby continued his residence in Milwaukee. Mr. Stephenson later elected a United States Congressman from Michigan, built a huge house on Main Street, now Sheridan Road, not far from the mill.

The Kirby-Carpenter Company

In 1861 Augustus A. Carpenter and soon afterwards William O. Carpenter of Chicago came into the partnership with Kirby and Stephenson and in 1872 the concern was incorporated as the Kirby-Carpenter Company with A. A. Carpenter as president and Samuel Stephenson as vice-president. In 1867 the company built a new mill near its original mill. Part of the later mill stood until a few years ago. The cut of the two Kirby-Carpenter mills was 35 million feet or more, annually, and these mills, like all those of the day, did not operate in the winter months. The Kirby-Carpenter Company also operated a barge line to carry its lumber to market at Chicago, and a company store near its mill. The company held 107,000 acres of land in 1876.

The Kirby-Carpenter Company was outstandingly successful even in a period when big profits were common as the lumbermen

harvested in a relatively few years the timber growth of centuries in the basin of the Menominee River. Dividends reached as high as a half-million dollars a year on a capitalization of $100,000.

Abner Kirby was one of the colorful men on the river in the early lumbering days. An incident of his life gave rise to a common hail of teamsters in the logging camps: "Wake me up when Kirby dies!" The origin of the cry, probably fictitious, as related by old timers was this. Mr. Kirby suffered a severe illness, and his wife, after nights of attendance at his bedside, was exhausted. In desperation she finally retired to her bed, telling another attendant: "Wake me up when Kirby dies!"

Kirby was a plunger. When he could not interest fellow businessmen in his project, he started construction of his first mill himself. When he could not interest his partners, the Carpenters, in the company construction of a vessel to transport Kirby-Carpenter lumber to Chicago, he built the vessel himself. It was one of the most unorthodox craft of its time, and that was one reason for lack of his partners' interest. Kirby built the vessel of squared timbers, doweled like a blockhouse. Thus built she needed no ship's knees or other customary intrusions on cargo space and she had unusual carrying capacity for her size. She was barque-rigged and she was named the Menominee. The vessel was constructed in the Kirby-Carpenter millyard on the river, and the night before her launching, a dance was held on deck, with the town invited and present. The Menominee carried 300,000 feet of lumber.

Kirby disposed of portions of his interest in the Kirby-Carpenter Company from time to time to finance other operations and as he did so Samuel Stephenson and the Carpenters increased their holdings. William Holmes, who came to the river in 1856 with Samuel Stephenson, was connected with the business that became the Kirby-Carpenter Company from 1859 and eventually was given charge of all the vast woods operations. He built the mansion on Ogden Avenue that is now the Grace Episcopal Chapel. Holmes Avenue is named for him. William Somerville, who came to the river in 1868, and for whom Somerville Avenue is named, was the Kirby-Carpenter bookkeeper.

Hackbone & Boyden Mill

In 1854, two years before work was started on the New York mill at Menekaune, Hackbone & Boyden built a water mill on the Big Cedar River two miles upstream from the mouth. After indifferently successful operations and several changes of ownership and failure it passed into the hands of the Marine Bank of Chicago which sold it to J. M. Underwood of Chicago, who in 1862 put S. P. Saxton in charge of it. He remained at Cedar River. There had been no logging in the Cedar River basin and fine stands of pine stood along the main river and on its chief tributaries, Elwood Creek and Devil's Creek.

Joel S. Fish of Green Bay bought Hackbone's interest in the mill the year it was built and sold it by deals in 1854 and 1855 to Samuel Hamilton and Sylvester Lynn. Hamilton & Lynn's operations were indifferently successful. Believing they could saw their timber at a profit with a steam mill they constructed one at the mouth of the Big Cedar at the present site of the village of Cedar River. The water mill upstream was abandoned and left to ruin. It stood on the first rapids in the river. All evidences of its dam have been erased by time.

Lynn sold his interest to Boyden & Spinner, thus bringing one of the original partners back into the venture. This firm later sold to James McCaffrey of Chicago. He failed and the mill passed into the possession of the Marine Bank of Chicago, as explained above . . . Mr. Saxton remained at Cedar River until the fall of 1864 when he moved to Menominee. He then took over John Quimby's hotel here, eventually selling to Samuel Stephenson who erected the famed S. M. Stephenson Hotel on the site. Enlarged, we know it today as Hotel Menominee. Underwood sold the Cedar River mill to Jesse Spalding and Robert Law of Chicago in 1862. The year before, Spalding had purchased an interest in the New York Lumber Company mill at Menekaune. Law sold his interest in the Cedar River mill about 1864 to H. H. Porter of Chicago, who the following year acquired an interest in the New York Company. Spalding and Porter operated successfully at Cedar River, finally passing on the property to Lemoyne, Hubbard, & Wood, whose mill was cutting 12,000,000 feet of lumber yearly at a profit in 1876.

(Note: About 1876 the Spalding Company was again in charge of lumber operations at Cedar River and northward.) Years later Samuel Crawford and his sons David and Earl of Pigeon, Pennsylvania, came west and purchased the company's holdings. Later the property was purchased by David Crawford who retains much of it today. The mill was destroyed by fire, rebuilt, and burned again in the blaze which leveled much of the village in 1926. It was not rebuilt.

Ludington, Wells, & Van Schaick Company

The biggest name in lumber on the Menominee side of the river, after the Kirby-Carpenter Company, in the early boom days was that of Ludington, Wells, & Van Schaick Company. A partnership formed by Daniel Wells, Harrison Ludington, Isaac Stephenson and Robert Stephenson built its first mill in 1863 on the river bank near the Kirby-Carpenter mill. It was known as the R. Stephenson & Company mill and was considered the finest mill on the river in its days, which were very few. Built in 1863, the mill was destroyed by fire on June 14, 1864.

In 54 working days the company erected a new mill and had it ready to run. This construction feat was the work of William E. Bagley, accredited as one of the most skilled millwrights in the north. He built a number of mills about the upper lakes. The village of Bagley was named for him.

In 1863 Isaac Stephenson sold his interest in the company to Anthony G. Van Schaick. The company was incorporated as the Ludington, Wells, & Van Schaick Company in 1874, with Harrison Ludington as its president; Daniel Wells, vice-president; Anthony Van Schaick, secretary-treasurer; and Robert Stephenson, superintendent.

In 1871 the company bought the Gilmore mill on the point where the Menominee River entered the bay at the approximate site of the present Ann Arbor Railroad carferry slip. The fiery fate which had destroyed the concern's first mill upriver claimed their purchase in the same year they acquired it. For 1871 was the year of the disastrous Peshtigo fire. It destroyed the Gilmore mill and the Ludington, Wells, & Van Schaick company ordered a new mill erected near the same site. It was completed in 1873, a year of money panic that curtailed the company's operations. Both the new Ludington, Wells, & Van Schaick mill had a long, successful history as sawmills went here. It could cut 22,000,000 feet of lumber a year, and this, with the 13,000,000 feet capacity of the upriver mill gave the company a total capacity of 35,000,000 feet a year. The big Ludington, Wells, & Van Schaick building stood until the last decade, its big red frame housing the operations of the Dormer Fish Company. It was razed by its last owner, the Hoskin Paper Company to provide more storage room in the Hoskin yard.

The Ludington, Wells, & Van Schaick Company, like the Kirby-Carpenter Company and most other mill firms here, operated a company store, one of the largest on the river. The company owned 75,000 acres of timberland in Menominee and Oconto counties in 1876.

Small Mills Create Villages

It was inevitable that small sawmills should be started in the outland as ambitious operators of small means sought their fortunes. There were many such mills and they were chiefly responsible for the creation of the small communities in Menominee county today, nearly all of which have a lumbering past. These smaller operations were resident, providing labor for men who built homes that mushroomed into communities. The operations of the big mill companies away from their mills here offered only woods work. This brought on some settlement in its wake, but was not strongly conducive to community founding like the starting of sawmills which required sizable resident crews. Logging was transient, for the camps moved on as the timber was exhausted.

Mill on Little River

One of the earliest of these small mills was that of Anson Bangs, constructed on the Little River, a branch of the Menominee, which meanders north in sight of Highway 577. It crosses Highway US-41 near Hansen, above Birch Creek. Bangs' mill was about five miles from Menominee, a water mill, which was a failure and soon abandoned. Judge Eleazer S. Ingalls and Timothy Cole acquired

the property in 1870, repaired it and installed shingle saws and one lumber saw. It was essentially a shingle mill, operating under the name T. Cole & Company. It ran that winter 1870-71 and into the spring, but drought had reduced the Little River to a trickle and halted mill operations in the summer of 1871. That fall the Peshtigo fire destroyed it. This little mill did not father a community, but others were to follow that did.

Bagley & Boswell Mill Beside Green Bay

In 1857 William E. Bagley, the millwright, and William G. Boswell built a mill on the shore of Green Bay near the foot of PenGilly Street, named for Robert PenGilly, storekeeper for the Kirby-Carpenter Company, whose big store was at the southeast corner of Sheridan Road at PenGilly Street. The Bagley & Boswell mill was notable in Menominee history for three reasons.

It was the first shingle mill constructed in the City of Menominee, although other earlier mills on the river had manufactured shingles, first from white pine and later from white cedar.

It launched into specialization of the lumber industry here that was to bring cedar yards, planing mills, etc., of individual ownership and operation and not as units of big sawmill operations.

It was the first, and perhaps the only, sawmill here ever destroyed by ice. The common fate of sawmills was destruction by fire.

In 1858, one year after its construction, Henry Nason and John G. Boswell bought the Bagley & Boswell mill. They operated it, in season, until April of 1861 when a remarkable ice shove on Green Bay piled a great ridge of cakes up on the beach, crushing all exposed buildings at the water's edge where the mill was standing. Nason and his family lived in a small dwelling near the mill and he and his family were at breakfast when an alarm sounded. Ice was then piling up on the mill, which was flattened under the weight of the ice. The Nason house, too, was crushed by the wind-moved avalanche.

In the same year, 1861, Nason re-entered shingle manufacture, constructing a mill in the fall on an island in the Menominee River which is known today as Railroad Island because the tracks of the Chicago & Northwestern and the Milwaukee roads cross it. The new mill was completed and operations were started in the spring of 1862; but the jinx that had destroyed Nason's first mill on the shore was with him still. While the crew was at dinner on a hot July day the mill was destroyed by fire.

Strauss Mill on the Bay Shore

In 1860, three years after Bagley & Boswell built the first mill on the bay shore, Simon Strauss, who had previously dealt in dry goods, groceries, and furs in Menominee, sought the larger profits of the lumber business. He built a sawmill on a site which is now included in Menominee Beach Park, completing the structure and starting operations in the following year, 1861. But Strauss' success behind the counter was not duplicated behind the lumber piles which his mill created on a dock thrusting out into Green Bay. The remains of this old dock, a hazard to navigation at the entrance to the Menominee Yacht Harbor, were removed recently by a government dredge. Strauss' mill did not prosper, and after two years he closed it.

William McCartney afterward bought the mill and ran it for a season or two and then sold it to John L. Buell who spent a lot of money on new machinery and other improvements for the mill. Buell failed too, and the mill passed through several hands. At one time R. Stephenson & Co. owned a half interest in it and operated it. Clinton B. Fay and Charles H. Jones ran it for awhile, passing it on to David H. Jones & Company, which went bankrupt. Ramsay & Jones operated the mill in the period of lumbering decline here, and continued on the site with operation of an ice and coal business. The old mill building, which stood in the heart of the business district of the city beside a hideous, spark-belching metal burner rising from a big pier of masonry, lingered on after sawmill days.

Mill at Ingallston

In the fall of 1866 Charles B. Ingalls and Judge Eleazer

S. Ingalls, the latter the maternal grandfather of Attorney Meredith P. Sawyer, built a small sawmill in Ingallston Township near the shore on Beattie Creek. In the winter of 1867-68 Judge Ingalls sold his interest to his partner, who operated it alone for a season and then sold it to Barnard & Wyley, who failed on the purchase contract. It was operated by Carter & Jones and finally Jesse L. Hamilton who ran it on a contract with Charles Ingalls until the spring of 1874, when it was destroyed by fire.

H. Witbeck Company Mill

In 1867 another of the Menominee River's big sawmills was constructed by Daniel Wells, Jr., of Milwaukee and Andrew Stephenson and Louis Gram of Marinette on Hamilton & Merryman Is. in Marinette. Stephenson and Gram afterwards sold their interest to Fred Carney and Henry Witbeck and in 1870 the company was incorporated as the H. Witbeck Co. In 1875 the company sawed 15,300,000 feet of lumber and owned 53,000 acres of timberland. The mill was commonly called the Fred Carney mill.

Other Mills

In 1860 a small mill for the sawing of shingles was built in Menekaune by George Hawthorne. It was destroyed by the Peshtigo fire of 1871.

In 1866 William McCartney built a mill on the Marinette side of the river below the site of Carney's mill constructed the next year, and approximately behind the present site of the Lauerman Athletic Field. It was a shingle mill and it was razed by the fire of 1871, but McCartney rebuilt in the summer of 1872 and resumed operations, eventually selling to Scofield & Arnold.

In 1870-71 the mill-building William E. Bagley and Daniel Corry, who came to the river in 1847 and was associated with the New York Lumber Company, formed a partnership and constructed a big planing, sash and door mill on the high bank of the Menominee River in Marinette not far from the McCartney mill. The mill had been operating only a few months when it was destroyed by the fire of October 8, 1871.

Hamilton-Merryman Company

In 1866 the Hamilton-Merryman Company built its big mill on Hamilton & Merryman Island in the river on the Marinette side at the foot of Stanton Street. This firm, incorporated in 1872, like the H. Witbeck Company, was a big operator on the Menominee River, sawing 12,700,000 feet of lumber in 1875 and owning 50,000 acres of timberland in Menominee and Oconto counties. The company constructed a shingle mill near its sawmill after the main unit had been in operation for some years.

In this period a planing, sash and door mill was built on Stephenson Island in the river by William Goddard and associates. The island was also the first site of D. Clint Prescott's machine shop and foundry, manufacturing sawmill machinery. The foundry was later moved to a new building on Main Street, Marinette and is still standing. Still later the Prescott plant was moved to Menominee.

Bar at Mouth

For years after steam sawmills began slashing logs from the Menominee River valley pineries into lumber, the lumber had to be taken out of the river on flat scows, pulled by steam tugs, to be loaded into vessels, riding at anchor in Green Bay off the river mouth. A sandbar at the mouth of the Menominee River balked entry of deep draft vessels into the river where all the earliest of the mills were located. When the steam tug Bob Mills was bought at Buffalo and brought up the lakes for use in the river here, it had to work for several days cutting through the river mouth bar with its propeller wash before it could enter the river.

Picket Fences

Bulk of the pine cut in early sawmills on the Menominee River went into wide width, long length board, inch thick, rough sawed. Timbers, joists, and two-by-fours were the common dimension stock. An important sideline of early mills was pickets of white pine for the innumerable picket fences that bordered urban properties in the late nineteenth century.

In 1876 the Kirby-Carpenter Company mill cut 456,600 pickets, the Ludington, Wells, & Van Schaick Company mill 120,000 pickets, the H. Witbeck Company mill 300,000 pickets, the Hamilton-Merryman mill 120,000 pickets. Lath too, became an important item of manufacture in the early mills.

Lemoyne, Hubbard, & Woods

In 1874 Lemoyne, Hubbard, & Woods, who had bought the mill at Cedar River and a great tract of woodland along the Cedar River stretching into the upper confines of what is now Menominee county, built a small sawmill at Spalding, which was named for Jesse Spalding who had purchased the mill at the mouth of the Cedar River in 1862. The Cedar River flowed through Spalding and down it came the logs that supplied the mill built by Lemoyne, Hubbard, & Woods. The Chicago & Northwestern built its line through Spalding in 1871-72. The railroad and the new sawmill of Lemoyne, Hubbard, & Woods built two years after the construction of the railroad, combined to give Spalding and its twin village, Powers, their real start in community growth. (The Spalding Company carried on extensive operations for many years after 1876 in the north part of the county and through Cedar River.)

Mellen Smith Mill

In the fall of 1872 Mellen Smith built a shingle mill on the bay shore in the township of Ingallston, which was then much larger than the Ingallston Township of 1940. When Ingallston was later carved up into several townships one of them was named for Mellen Smith. We know it today as Mellen Township. It lies north of Menominee township in the middle of the county and has two villages, Wallace and Ingalls. Mellen Smith's mill on the bay shore was only three-quarters of a mile from the Ingallston township sawmill built in 1866 by Charles B. Ingalls and Eleazer S. Ingalls and destroyed by fire in 1874. The village of Ingalls was named for Judge Ingalls. After some years of operations on the bay shore, Mellen Smith moved his shingle mill inland and shipped out his shingles by the railroad which was built by the Chicago & Northwestern line through the county in 1872. To his later inland operations is traced the connection of Mellen Smith with the mid-county area which was later named for him.

Other Mills in Ingalls

In 1874 S. L. Benjamin built a shingle mill 18 miles north of Menominee on the new railroad line at what we know today as Ingalls. Andrew Lundquist built the second mill at Ingalls in 1877 and Norwood Bowers, the lawyer, built a mill there in 1880 which was destroyed by fire in 1883. In that same year, 1883, Ira Carley and Edward L. Parmenter, for whom Parmenter Street in Menominee was named, built a sawmill at Ingalls, of which Mr. Carley was sole owner after 1892. A mill, built by Mr. Carley and long known as Carley's Mill carried on operations beside the Little Cedar River. Its last owner was Thomas Finn of Marinette.

John W. Wells Lumber Company

In the fall of 1875 a man started construction of a mill on the bay shore, north of the charcoal furnace built by the Menominee Iron Company in 1872 at the foot of Fish Court. His name became the greatest in later Menominee lumbering. He was John W. Wells, first associated here with the Girard Lumber Company. The mill stood on the approximate site of the J. W. Wells sawmill today on North State Street. The Girard Lumber Company was the forerunner of the big J. W. Wells Lumber Company which operated a sawmill and hardwood flooring mill here until a disastrous million dollar fire in 1931. The flooring plant and a small sawmill were rebuilt after the fire and the company is operating today, although not with the great production it maintained before the fire. Its current production is largely restricted to hardwood flooring. A. C. Wells and Ralph W. Wells, sons of the late John W. Wells, now head the business. John W. Wells State Park at Cedar River, one of the finest virgin forests in the peninsula, memorialized John W. Wells. It was the gift of his children to the State of Michigan.

Bagley & Copp Mill

In 1872 William E. Bagley and Edgar M. Copp built a planing, sash and door mill on the bank of the bayou which ran along Kirby Street, north of Ogden Avenue, near the Alanson F. Lyon home and operated the business until 1874. In the summer

of that year the partner built another planing mill between Main Street, now Sheridan Road, and the bay shore south of PenGilly Street. The new mill was operated only one season. The money panic of 1874 killed the enterprise in its infancy. The machinery was taken from the mill and shipped to Stevens Point, Wisconsin for installation in a mill there and the Bagley & Copp mill buildings here were abandoned.

Menominee Bay Shore Lumber Co.

In 1881 Stephen C. Hall of Muskegon, James A. Crozer, and W. A. Armstrong of Menominee organized the Menominee Bay Shore Lumber Company and started construction of a mill. The company operated successfully until 1888 when it was reorganized, several new members being admitted to the company. In 1887 and 1888 the mill was largely rebuilt and new machinery installed, bringing its sawmill equipment to three band saws, and making it one of Menominee's big mills. Equipment included two 10-block shingle machines, a sawmill museum item today. These circular machines carried 10 shingle bolts over the saw, consuming a tremendous amount of timber and producing a prodigious quantity of shingles. When virgin big timber became scarce here the 10-block machines were discarded and finally the double block machines were junked too, and the single block shingle saw is standard today in the few remaining shingle mills in this area.

The Menominee Bay Shore Lumber Company's office, barns and yard stock were destroyed by fire on July 21, 1895, but with little hindrance to the company's mill operations. The company constructed extensive docks on Green Bay of edgings and other mill waste. Most of them have been washed away by the seas since the company abandoned operations here and moved its mill to Soperton, Wisconsin, about 1903.

A. W. Clark & Company

In 1893 Alfred W. Clark, a Canadian who came to Menominee from Detroit in 1888 to take a job in E. P. Barnard's sawmill, and Fred K. Baker organized the firm of A. W. Clark & Co. and constructed a moderate sized factory. The plant manufactured match blocks from 2-inch lumber and sawmill trimmings. The blocks were sold to the Diamond Match Company for match manufacture at its plants in Oshkosh and other cities. The Diamond Company later constructed a match block factory of its own in Menominee. In recent years this served the Menominee Lumber Yard as a warehouse for a time and was being used as a garage by the Northwest Truck Line until it was destroyed by fire.

In 1897 Clark bought Baker's interest in the firm which had added a shingle mill to its operations in 1894. Clark enlarged the plant and branched out into other lines of wood manufacture. The factory was raised to three stories, a warehouse and dry kiln were added and sawmill equipment was installed in the shingle mill. The company specialized in dressed lumber, mouldings, and other finishing lumber, and basket bottoms. Eventually it took over the old Pangborn sleigh factory to house its output of barrels.

Kinds of Woods Cut

The earliest lumbermen in the Menominee River valley cut only white pine. Other woods were held relatively valueless at first. The pine seemed virtually inexhaustible, but the tremendous volume of logging had exhausted it in two or three decades. Then lumbermen turned to other woods passed by in the first cuttings. Hemlock was No. 2 wood, for it could be floated and river log drives were still the favored method of getting logs from the forest to the mill.

The Hardwoods Industries

Hardwoods could not be floated. They sank to the bottom when rolled into streams. Millions of feet of fine hardwood logs were recklessly burned in early land clearing operations for lack of merchantability. Hardwood lands were favored for farming, for hardwood is usually found growing in the virgin state in richer soils than those of the pinelands. And hardwood stumps rot out quickly in the soil, a vital factor in the laborious work of clearing land. White pine stumps, on the other hand, will remain in the soil with little decay for decades.

An early market here for hardwoods were the charcoal kilns, great fieldstone "beehives" which were filled with fine hardwood and fired. Today most of the timber so consumed would be used for finishing and veneer woods. After the coming of the railroad in 1872 hardwood was used not only for charcoal, but could be hauled to the mills for manufacture into flooring, barrel staves, and many other products.

The Lumbermen's Unit of Land Measure

The great swampland stands of white cedar, like the hardwoods and softwoods with the exception of white pine, were largely neglected in the earliest logging except for local needs of fence construction and similar uses. It was the common practice of the big lumbering companies to buy large tracts of timberland, the section being the standard unit of purchase, whereas the "forty" is the common unit of farmland measurement. Indeed, some mill companies bought land by the township, that is in blocks of 36 sections, containing 36 square miles of land. A section of land is a square mile, containing 640 acres.

Cedar Swamplands Cut

After the big mill companies had logged the timber they desired on their lands - the work was often done for them on contract by jobbers - they often still had sizable holdings of cedar and other woods. Where the mill companies' purchases of timberlands in later years became more selective and specific, cedar swamps still remained in their virgin state. In the last two decades of the nineteenth century axes began to ring in the cedar swamps, long the favored winter range of white tailed deer, for deer yard in the swamps in midwinter and browse on cedar. The cedar men were a class apart from the sawmill men of the lumbering era. Many of the big mill companies logged everything on their lands, manufacturing cedar posts and poles along with their lumber, but, for the most part, the cedar went to independent cedar yards, not connected with the sawmill firms.

The cedar business became an important adjunct of the lumber trade as need for its products grew. Telegraph and telephone lines required poles. There was little timber in the prairie states and with the development of farms the need for line fences increased and there was a steady demand for the rot-resisting white cedar posts. At the turn of the century the cedar block pavement was a note of elegance on the main streets of Midwest cities. The posts were sawed in short lengths and set upright to form a pavement which became rubbly under wear but which was smoother than cobblestones in the pre-concrete period. Lath was manufactured from cedar slabs cut off in railroad tie manufacture and there was a small market for cedar lumber, chiefly for small boat manufacture.

The Lindsley Brothers Cedar Yards and Others

One of the earliest big cedar yards in Menominee was that of George L. and Edward A. Lindsley, operating as Lindsley Brothers. In the winter of 1894-95 George L. Lindsley started buying and selling cedar products here, taking his brother as a partner in his enterprise in 1895. In September 1896 Lindsley Brothers purchased the business of A. L. Lewis & Co. at Goll, Wisconsin, on the Wisconsin & Michigan Railroad eighteen miles from Menominee. The railroad is gone now and Goll an all-but-forgotten way stop. The Lewis property at Goll included yards, camps, general store, office, timberlands, and stumpage. The business prospered and in 1898 Lindsley Brothers bought the yard of DeWitt Brown Cedar Company in the northern part of Menominee as it was at that time. The yard was just south of the Lloyd Manufacturing Company's big plant site on the bay shore and it became the headquarters of the Lindsley operations which were extensive.

In 1899 Lindsley Brothers had 60,000 posts and poles in their Menominee yard and in the yard at McAllister, Wisconsin on the Wisconsin & Michigan Railroad which they had started the year before, constructing a general store to serve the little community at the cedar yard, they stocked 8,000 more posts and poles. At the original yard at Goll the 1899 stock inventory included 10,000 posts and poles. The firm dealt extensively in cedar shingles and cedar blocks, cut from stock

which was logged along the shore of Green Bay north of Menominee and rafted to the firm's Menominee yard in booms towed by steam tugs. Shipments of the firm in 1899 included more than 200,000 poles alone, some of them 70 feet in length and requiring two railroad cars for transport.

The Lindsley yard in Menominee, covering 10 acres, was sold to Raber & Watson, a Chicago cedar firm, which in turn sold to Samuel Crawford & Son of Cedar River. This firm used it as an outlet for their cedar cutting operations at Cedar River, bringing stock from Cedar River to the local yard by water for rail loading here. There was no railroad serving Cedar River and the local railroad was a vital link in the Crawford operations. The tie and lath mill has been razed and the wide track which served the firm's big derrick is gone.

The cedar yard of Edward E. Ayer of Chicago was another early establishment of the trade in Menominee. It was located just south of the present site of the Lloyd Manufacturing Company's big plant on the bay shore. Ayer conducted cedar yards in Menominee, at Chicago and in Alpena and Cheboygan, Michigan. He was rated one of the largest cedar operators in the Midwest.

This firm was succeeded here and elsewhere by Raber & Watson of Chicago, a firm composed of P. W. Raber and A. D. Watson of Chicago, about 1896. The new firm acquired the property of Donovan & O'Connor, sawmill (single mill) operators, on the bay shore, including docks and piling grounds. Much of the firm's stock was shipped to its Menominee yard from cuttings along the bay by water, particularly tie cuts and posts, both by towing and by scows. The firm bought cedar throughout the peninsula. It bought cedar stumpage from the Soo to Ironwood and let contracts for its cutting to jobbers. It also bought considerable stock from farmers and small independent jobbers. Annual shipment of stock from the local yard of Raber & Watson in its heyday averaged 100,000 to 150,000 poles, 500,000 ties and about 400,000 posts. The local operations were managed by Archie V. Freeman.

— Jean Worth

THE SONG OF THE SAW

By Jennie R. Skidmore

(Reprinted from the Menominee Democrat, August, 1890.)

The mills were all running a race one day,
The city shook with their steadfast hum,
There were men on the streets and on the quay,
The busiest scene in Christendom.

There were men in the mills and on the spiles
Men on the "boom-sticks" in the "slips".
There were men on the golden lumber piles
Calmly loading the waiting ships.

Men on the rafts far out in the bay
Silhouetted against the blue. -
Agile as squirrels, oh, what cared they
Now and then for a dip or two?

'Twas a scene of action, energy, life,
Yet withal, of system, order and law,
And above the tumult, turmoil, and strife
There fitfully rose, The Song of the Saw.

"Whirl! whirl! ye wheels in your giddy round!
Bite! bite! ye teeth in my iron jaw!
Plunge! plunge! ye rods with a rhythmic sound!
The World awaits the fruits of the Saw!

There are boats to be builded to sail the sea,
    There are towns that lag for the woodland spoil,
There are railroads projected that wait for me,
    On, on, nor think of a pause in the toil!

'Tis not now as in days when I learnt to sing,
    When the Red man roved 'neath the forest trees,
When the shy deer fell at the arrow's ping!
    And the dug-outs rocked with each shifting breeze.

Gone are the deer and the stately pine,
    The painted chief and the drudging squaw,
Gone are the wigwams, leaving no sign -
    Frightened away by the Song of the Saw.

As the sirens sang to the sailors of old,
    And lured them to death o'er the summer sea,
I sang to the world - to the free and the bold -
    But lured them to wealth and prosperity!

And the engineer with his fertile brain,
    The sturdy mechanic with ready hands,
The merchant ever ready for gain,
    Came flocking to listen from other lands,

And anon came printers, teachers, and priests,
    Doctors and judges - and men of the law
With their pros and cons; they admitted at least
    Not one could plead like the Song of the Saw!

And behold the city, - street on street
    Of tasteful villas and brilliant stores!
The graceful bridges, the horses fleet,
    The gleaming shipping along the shores.

The schools with their troops of girls and boys,
    And the church spires rising toward the sun,
The railroad depots 'bustle and noise; -
    All lit by the brain of an Edison!

Then whirl, ye wheels in your giddy round!
    Then bite, ye teeth in my iron jaw!
Then plunge, ye rods, with a rhythmic sound!
    The world awaits the fruits of the Saw!"

So sang the Saw to the surging throng,
    Oh, forever the same may its burthen be,
Long may it cheer the free and the strong,
    For the name of the song is Menominee.

THE CHARCOAL INDUSTRY

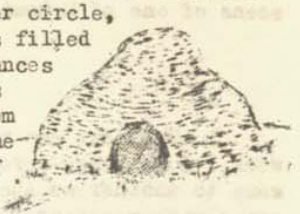
By Joseph B. Gucky, 1940

Dilapidated charcoal kilns are still found in various parts of Menominee County, historic monuments to one of the pioneer industries. The dome-shaped charcoal kilns look like igloos, and tourists often ask if Indians or the early settlers had to construct igloos of stone to survive the severe winters of this north country. By interviewing pioneer residents now living in Harris Township, the writer has gathered the historical facts assembled here.

Most of the charcoal kilns in Menominee county were constructed of brick or flat stone in an igloo shape and were made during the decade of 1880 to 1890 for the purpose of manufacturing active charcoal for use in steel blast furnaces. From four to six kilns were usually constructed near a railroad in close proximity to a hardwood forest. Wherever feasible, the kilns were built along hillsides to facilitate filling of the kilns with logs as the kilns are filled from the top; otherwise, an elevated platform was constructed.

Each kiln was approximately 25 feet in diameter at its base gradually tapering upward to a height of 20 feet to the dome-cap which was about 10 feet in diameter. There were two large openings in each kiln, one at the top of the kiln and the other at the bottom. The top opening was approximately four feet high and five feet wide and faced the hillside or elevated platform and was used to receive all of the wood-cuts or logs. The bottom opening was slightly larger than the top and was used to start the fire in the kiln and later to carry the charcoal out of the kiln. About fifteen four-inch square openings, called air-vents, were located two feet apart all around the kiln about three feet from the base of the kiln.

To fill the kiln preparatory to the manufacture of charcoal the lumber men would cut green or dry hardwood trees into four-foot lengths. Maple trees were preferred, although beech, ash and others were used. The wood-cuts were hauled to the kilns by horses. The wood-cuts were dropped into the kiln through the top opening. Each piece of wood was piled parallel to the ground floor around the kiln in two concentric circles. The vacant center circle, approximately 8 feet in diameter, was filled with dry kindling wood, in most instances cedarwood plus brands from a previous burning. A small tunnel was made from the large opening at the bottom of the kiln to the kindling in the center of the kiln for later ignition.



Approximately 40 cords of wood were required to fill onekiln. When filled, a rag saturated with oil was tied to the kindling matter in the center of the kiln. The kindling and wood-cuts continued to burn until flames were visible through the large top opening. Immediately, the large opening at the base of the kiln and all but a small hole in the top opening were sealed by stones and plaster. The fire within the kiln gradually worked its way downward. When the fireman saw red glowing coals in an air-vent he would take one-half of a brick and seal these openings. When he sealed all of the air-vents as the red coals appeared, he then sealed the last small hole in the top opening. At this particular stage of firing, the kiln was completely sealed and allowed to burn or char for eight days.

When the burning or charring had apparently ceased, the plastered opening at the bottom of the kiln was re-opened to empty the kiln of charcoal. The charcoal was shoveled with 15-tine forks into "scuttle-baskets" which were made by the local Indians. Each man would carry about one bushel of charcoal in this scuttle-basket to the railway box car nearby. The railway cars were similar to the present day box cars, with the exception that they were loaded from the top. Approximately a carload of

charcoal, or about 3,000 bushels, was produced from each firing of each kiln. The charcoal was shipped to the steel mills for the blast furnaces.

The charcoal industry boomed in Menominee County from 1880 to about 1900. Only a few dilapidated kilns now mark the scene of one of Menominee County's first major industries.

LUMBERJACK SONGS

Lumberjacks had numerous rollicking songs about their work. Some songs were sung far and wide, carried from one camp to another as the men moved from place to place. Other songs with a strong local flavor originated in camps and grew in length as some versifier added new stanzas to fit camp happenings. Mr. Matt Deschaine recalls from his days at Pete Arseneau's camp on the Pine this old Camp Seven Song.

It was early in October, fall of Eighteen Ninety-Six
I found myself in Menominee and in an awful fix.
We hired out to Arseneau the timber to cut down.
Two million feet must be complete
before we reach the town!

Chorus

Run, Mack! Jump, Jim! Be careful what you do
To make the timber clatter for Arseneau will put
you through.
Hired out to Arseneau, the timber to cut down!
Two million feet must be complete
before we reach the town!

Here's to Mister Arseneau, I'll tell you he's right there.
It keeps him pretty busy to drive the old bay mare,
And when his day's work is done, and he sits down to rest
He's wishing for some mossback girl
to lean upon his breast!

Here's to our dandy cookee I'll have you all to know
And see him slash the hasher-box, dishes
down they go.
Oh, the boys are getting plumpy, as fat as any duck,
Their clothes will hardly fit them 'cause they get
such bully chuck.

Here's to the loaders the top sleighs to load
They stand right near the skidways, all on the icy
road,
With peavey bars and hand spikes, oh, merrily they fly!
Just keep the logs a-booming, boys!
We'll catch them on the fly.

Here's to Camp Seven, it is the heart's delight
To curse and damn each other, and sometimes have a fight
With peavey bars and hand spikes, oh, merrily they fly!
You better keep away from them
unless you want to die.

Here's to Mister Hatfield and Mister Sanderstew!
There goes Dan McAllister and all his dandy crew!
And when we get to Menominee we'll see those girls
so fine
We'll forget about these stormy days
we worked upon the Pine!

THE MCDONALD BOYS

(NOTE: This lumber camp ballad illustrates how song words became changed as they passed along orally from one group of singers to another. Kittson Boys became Kitchen Boys, contempt and scorn became contempting scorn, etc. Mrs. Peter Garrigan who learned the words in the eighties set down the lines as she recalled them. Bracketed lines have been inserted merely to carry along the theme where original words are missing, and are not part of the old song.

One of the least creditable episodes in Menominee history was the lynching of the two McDonald Boys Sept. 27, 1881. In a drunken brawl at the Leon Cota saloon in Frenchtown the McDonalds fought the Kittson brothers, one of whom was slain. The McDonalds were rushed to jail. Later a mob dragged them through the streets and hanged them.)

Kind friends, we're in confinement,
  Bound down in stone walls strong;
[Then listen to our story now,
  Our time will not be long.]
They call us the McDonald Boys —
  That's not our proper name,
But it's not that we're in custody
  That we deny the same.

We're raised by honest parents
  And born in Canada,
Having to make a livelihood
  We came to Menominee.
We sought for an employment
  As we had often done before
We found an occupation
  In a mill on the Bay Shore.

Contempting scorn and ridicule
  Did seem on us to frown
Until we met those Kitchen Boys
  In a place they call Frenchtown
Our day being spent, our time expired,
  We felt both light and free,
Thinking it would be no harm
  To go back to Menominee.

Feeling like an honest man
  Who's proud to pay his bill,
And never having the least intent
  Of human blood to spill;
[But trouble came upon us soon,
  We met it there half way,
And striking when we were assailed,
  A man soon dying lay.]

To make a declaration
  As best we think we can
You know liquor had the best of us
  As it has of many a man;
And if we acted in our own defense
  Let Mercy lend a hand,
And if we're guilty of the crime
  The law can us command.

May God forgive those Kitchen Boys
  Of all their sins through life!
May Jack Fryer's days be numbered
  For protecting us that night!
He acted like an honest man
  Both noble, brave and proud,
Until he was compelled to yield
  Before so fierce a crowd.

The jail is broke, the mob is in;
  Give us one word to say,
Take a message to our mothers
  Who live in Canada.
It will make them brokenhearted
  And cause them grief and pain
To think they never more shall see
  Their own dear sons again.

Come, all you jolly lumbering boys
  And all you miners bold,
The pain that we shall feel this night
  Will always be untold.
Think of us two young men,
  All in our youthful years,
Shun whisky and bad company
  Or you'll shed bitter tears.

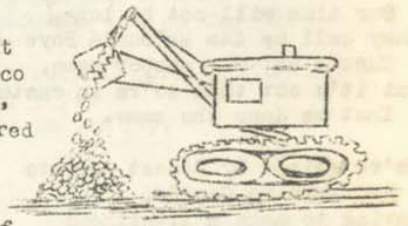
PAUL BUNYAN ALONG THE MENOMINEE

Through hearsay and invention, the exploits of Paul Bunyan, legendary giant of old logging days, were familiar to Menominee woodsmen. Any incident might serve as a reminder of how Paul Bunyan and his crew managed affairs in the woods, at the mill, or on the supply farm.

Lumberjacks recalled Babe, Paul Bunyan's blue ox that measured forty-two ax-handles and a plug of tobacco between the horns. When the going was hard, teamsters wished for the double-jointed sled which the blue ox drew at high speed over hills and ravines, across rocks and windfalls, the sled that slithered along as a snake might, without pause or spill.

All timber-cutters knew about the mighty scythe with which Paul Bunyan could fell a section of timber at a stroke. Mill hands spoke of Paul Bunyan's mill, nineteen stories high, equipped with machinery for lowering the smokestacks to let the clouds drift by.

When the tote team pulled in, someone would mention Shagline Bill and how he had hauled to Paul Bunyan's camp from the supply farm those huge potatoes which had been dug out with a steam shovel. Another might recall the carrots and parsnips extracted with stump pullers, and tobacco that had grown in plugs and twists. It was on this same farm that Boss, the butter cow, produced quantities of milk that needed only salt stirred in to transform it into the finest of butter, which was sent to camp in great firkins. Another cow, Samanthy, practically lived on balsam which made her milk a marvelous cough syrup. And there, exhilarated by acres of red clover the two bees, Bill and Bun, gathered in the brief summer season the 3500 barrels of honey needed for breakfast flapjacks at camp. And the snow hens laid hard-boiled eggs all winter.



Paul Bunyan provided well for his crew. Hot Biscuit Slim, whose specialty was great pillowy biscuits dripping with butter, and Cream Puff Fatty devised incomparable meals, never twice the same in details. Hungry loggers were prone to think of the immense sizzling kettles in the camp kitchen from whence were wafted delectable odors. When the main dish was stew whole quarters and halves of beef floated in rich broth among the cabbage and potatoes, and all this was accompanied by toothsome side dishes. Swift roller skaters hurried the food to long tables to serve it piping hot on plates a man could hardly reach across. Some say that in the morning, griddles were greased by cookees who slid about over them with slabs of bacon under their feet.

As the timber was cut Paul Bunyan moved westward, and with him went some of the old-timers who regaled others with accounts of the old camp near the lemonade springs. They told too of the year of the two winters when Lake Michigan froze to the very bottom, and of the problems of Johnny Inslinger, the timekeeper, when he tried to arrange three twelve-hour shifts every twenty-four hours. There never was any end to the reminiscences of Paul Bunyan's admirers.

LUMBERJACK LINGO

band saw — saw on an endless chain running over two wheels
banking — piling logs beside a stream ready for the drive
bark mark — log marks cut into the bark
barn boss — the man in charge of the barns and livestock
binder chains — chains used to hold logs in place after loading
birl — to spin a log in the water
birler — a man skillful at spinning logs in water
bob-sleigh — sleigh with two sets of runners
boom — timbers laid across a river to form a channel through which logs pass
boom man — a man who works on the booms
bootjack — a simple device used by men in pulling off boots
box wood — wood cut for box making, usually small
breaking out — loosening the logs at a landing so they will roll into the stream
break up — breaking up of camp in spring, or of ice in stream
broad-ax — an ax used for hewing timber
bull-cook — chore boy with such duties as making fires, hauling water and wood, looking after the bunks, etc.
bunkhouse — sleeping quarters
bunks — beds or shelves for sleeping; also, the cross bar between a pair of runners on a sleigh
butter — any soft substance such as axle grease
cant hook — short heavy stock with a hook near the end, used in turning heavy logs
carriage — slide or cable that moves logs into the mill
carriage rider — one who feeds logs on the carriage
caulks — sharp metal points used in the soles of boots to prevent slipping
center jam — a log jam in the center of a stream
chainer — a man who chains logs securely on the load
channel — water passage for logs through the booms
clerk — the man in charge of supplies
cold shut — an iron link used by a blacksmith to mend a broken chain
cook — the person who plans and cooks meals for the crew
cookee — assistant to the cook
cook shanty — building with cook in charge, where meals are prepared and served.
crib — a structure made of logs and filled with stones used to hold booms in place
cross-chains — chains crossing each other, used in hooking front and back runners together
deacon seat — long bench at the foot of the bunk
decker — the man who stacks the logs on a load
double-bit ax — ax with two bits or cutting edges
double-decker — bunks for sleeping, built one above the other
dray — a wooden sled used for hauling logs from the woods; the heavier end of the log rests on a bunk
dray haul — hauling logs by dray
driving — guiding logs downstream
dry rack — place for drying wet garments, usually a frame suspended from the ceiling
edger — machine through which lumber is run to put an edge on it
end mark — log mark of owner stamped in end of log
evener — a cross bar adjusted so as to even the drawing power of horses
felling — cutting trees
foreman — the man in charge of a crew
"Get the V" — get the travois
goad — sharp-pointed stick used for driving oxen
go-devil — dray
ground-hog — the man on the ground directing the loading of logs
grub-hoe — a tool used for clearing out stumps and brush roots
high water pants — pants with parts below the knees cut off
hot pond — mill pond into which hot water or steam is run to keep logs from freezing fast
hovel — stable, or barn
jam — logs whose passage is obstructed so that they pile up in the stream instead of floating with the current
jamber — pole on side of sleigh to hold logs in place
jumper — small sleigh with two runners
ketch-marker — the man who checks bark marks on logs, marking those that have been missed, according to end marks
key log — the pivotal log which keeps a jam from breaking apart
lath butts — tree butts used to make lath
lumber apron — a leather apron worn by lumber handlers
lumberjack — a workman in woods or logging camps

lumber shover — a man who piles lumber
mossback — a greenhorn
muzzle-loading bunk — a sleeping bunk built with the head toward the wall, so men had to crawl in head first
parbuckle — a sling or rope used for hoisting
peavey or peavy — cant hook with spike in end used for driving logs
pelter — a worn-out horse, whose only value is its hide
pike pole — long smooth-handled pole with spike in end, used for driving logs
pocket — place where logs are kept, usually in quiet water
pole-ax — a single bit ax, that is, one with a single edge
pole trail — saplings laid end to end on cross pieces to make a walk, often used along the bank of a stream for the log drivers
prize log pocket — pocket for unmarked logs passing through boom
raft — logs lashed together for towing or rafting
river driver — man who works on logs floated downstream
river hog — any man whose work is with floating logs
river man — used chiefly of man working on river on booms
road monkey — man who looks after logging roads
roller — bar between runners of sleigh
rollways — place where logs are piled beside river, ready to be rolled in
"Ross that log!" — peel off the bark so the log will slide
runner dog — sharp-pointed brace on the end of the back runner, used as a brake
sanding — using sand on the icy road
sawdust — fragments of wood, a by-product made by sawing lumber
sawing crosscut — sawing tree with a crosscut saw
sawlog — log large enough to saw into lumber
sawyer — a man who saws timber or logs
scaler — the man who measures the logs
scaling — measuring logs, as at the scaling gap
scow — a flat boat on which lumber is piled for towing to a barge
shingle butts — tree butts used for making shingles
shunt — to steer log to one side into its proper channel
skidder — a man who loads the skids
skids — parallel timbers laid lengthwise, on which logs are piled
skidways — the place where logs are piled on skids, chiefly on the bank of a stream
skyhooker — toploader
sluice — passage way for water
snorting pole — a blanket-wrapped pole laid between men in a bunk so they will not crowd each other out
snub the boat — tie up the boat
sorting-gap — place where logs are sorted according to log marks and run into the right channels to reach destination
spillway — passage for overflow water on each side of sluice
"Spoon!" — in some sleeping quarters men slept spoon fashion; "Spoon!" was the request for all to turn over
sprinkler — water tank used in making ice roads
stall post — post at the head of a horse's stall where harness was hung
stamping — putting the official mark of a logging company on the end of a log, done with a metal hammer
Start pins — pegs passing through a sleigh runner into the roller
storage gap — place where logs are kept
straw-boss — the foreman's assistant
stray log pocket — place where stray logs were set aside
swamper — a man who cut away brush and branches to make roads
sway bars — bars used to steady the bunks of a sleigh
tallyman — the man who records numbers given him by the scaler
tailing down — breaking the rollways
"Timber!" — the call of warning when a tree is about to fall
timber cruiser — a man who locates timberlands and estimates values
toploader — the man on top of a load of logs directing the loading
tote-team — a team which hauls supplies between town and camp, or from one camp to another
tram — an elevated roadway in a lumber yard
travois — a V-shaped dray with a bunk, used for hauling logs from woods
turkey — a lumberjack's clothes bag or bundle
walking boss — a boss walking from camp to camp, assigning work
wanigan — a boat that carries provisions or supplies
warehouse — storage space between the cook shanty and bunkhouse, used for provisions
wedges — steel wedges put above the saw cut in a tree to relieve the pressure of the tree on the saw

THE LOG DRIVERS

By G.O. Shields. Reprinted in the Menominee Democrat May 19,1888.

When the spring rains come and the streams rise to the tops of their border, the drivers - men of a lusty, muscular, active class - armed with spikes and peavies, cast the logs into the wild, surging, foaming waters, and start them on their journey to the sawmill.

The skill and courage with which these men brave the dangers of the flood and handle the logs is a marvel to all who see them. With projecting, sharp-pointed "driving spikes" attached to their heavy boot-soles, they will leap into the stream regardless of the depth or rapidity of the current, and spring from log to log, up and down or across stream at will, as may be required to handle best their unwieldy cargo. If it becomes necessary for one of them to go through a stretch of open water, where the logs are not close enough together to walk on, he forthwith drafts one into service as a canoe. Standing erect, he plants himself midway upon the log; and if it rolls, he moves in the opposite direction till it stops, and then, steadying it with one foot on either side the center line, his knees sprung slightly out, "holds her level," and with the aid of his pike strikes out for wherever he desires to go.

Standing on a log, in the middle of a river that is running thirty miles an hour, and is ten or twenty feet deep, where the temperature of the water is 40 or 50 degrees, and where other logs are floating all around the imperiled cruiser, ready to crush him in their pitiless embrace if he falls is a precarious matter.

These men are often in the water to their waists or to their necks. Their clothing and feet are wet nearly all the time, and how they escape death by exposure is a mystery. Their immunity can be attributed only to their iron constitutions and to the fact that they wear thick, heavy woolen clothing exclusively. No man could endure their way of life for a week if wearing cotton, even for underclothing.

Many a luckless driver has lost his life by a misstep and fall into the angry waters, but the others go on undaunted, and will as long as the supply of pine lasts.

A Log Jam

As the last drive came over the river, there was a good stage of water, and the stream was full of logs for miles. It was a grand sight to see them go over the rapids. Buried in the foaming torrent they were driven against each other and against submerged rocks. Some were hurled end over end in the wildest confusion. One large hollow log lodged with its end upstream. Another half its size headed squarely for the cavity and made a center bull's-eye thus obstructing the oncoming logs.

For hours the logs continued to come over the falls and pile up between the high banks. The men struggled vainly to release the key-pieces. Logs came by scores and by hundreds and there was no means of checking them. The logs below, acting as a dam, raised the stage of water all around so that each new arrival was carried on to but not over those already in the jam. And so the drive was hung up. The work of clearing out this jam was continued night and day, with two crews, but it took nearly a whole week, at a cost of several hundred dollars to undo the harm done in a few hours. When the key log was finally freed, the jam gave way, the men sprang to safety, and the logs parted helter-skelter, once more rushing downstream.

Now maybe you know wat makes it
De log on de reever to jam;
Wen she comes on de flood turnin' over,
One log drop so she will dam
De nex' two or tree comin' after,
Now tousan' log stop in de flight,
An' de first log 'way down below dere
She's de key log wich hol' de jam tight,

— C.F. Whiteshield
Formerly of Powers in Menominee County

The Scaling Gap
From an article in the Chicago Herald, reprinted in the Menominee Democrat Oct. 31, 1891.

About 500,000,000 feet of pine logs float down the Menominee River every year, and run through the scaling gap of the Menominee Boom Company. The Menominee mills were the only ones in Wisconsin that were not obliged to shut down for lack of logs.

The fifty men employed here are mostly expert loggers, divided into squads of catchmarkers, polers, scalers, and tallymen, although the latter have only clerical work to perform. There is a mixture of French, half-breeds, Norwegians, Irish and Americans in the crew, all of whom have followed logging for years. Bill Stephenson, a six-foot step-brother of Isaac, who by the way is president of the Boom Company, is in charge of the gap and did the honors when we arrived. Every log that comes down the river bears a double mark or brand, one on the bark and one at the end, both of which have been placed there by the loggers in the respective camps above. These brands denote to which sawmill the log belongs and every catchmarker must be so thoroughly familiar with them that he can instantly detect the ownership. Armed with a light, keen ax, he catches the log as it floats through the first gap, and with a quick glance at the brand satisfies himself as to its identity. Then if there be no mark uppermost he deftly slashes the log in such a way that the scalers and sorters below him may immediately place the ownership.

As there are some 600 marks in use it may be gathered that some time must elapse before a new hand becomes sufficiently expert to read these signs at a glance. The elementary marks are a hack and a spot. A hack is a thin slash, a spot is a square broad mark. The brand of one mill may be three hacks in the form of a rabbit track; or a hack, spot and hack or a spot and two hacks, or, in fact any one of 600 combinations, and they must be at the instant command of the catchmarker, who slashes the log as it floats by at a five-mile an hour gait. On the back of his ax head is a steel brand with which he taps the log after marking. As every marker has a different brand it is very easy to trace any errors made in marking logs, and to that one having fewest errors at the close of the season a prize is awarded. But aside from the prize the markers are very proud of their expertness, and experience deep chagrin whenever an unusual number of mistakes occur.

At the second gap scalers stand with their hook measures ready to scale the logs and call off the result to the tallymen, who sit inside little box offices with a lot of printed forms outspread on a table, each one of which bears the name of sawmills receiving logs on the river. An expert scaler has no need to measure the length of a log--that he can tell at a glance; but he must measure the small end of each log for its diameter, and the result is then called off to the tallyman. With three or four logs passing through at the same time, the scaler must be quick as a flash. In addition to taking the log's diameter and guessing its length he must also read the slashes placed by the catchmarkers and be able instantly to announce the ownership. All the mills are known by pet names. Thus the Spalding mill at Menekaune is called "New York," because it was originally owned by New York parties; the N. Ludington Company mill is "Ike" for the reason that Isaac Stephenson owns a controlling interest; a third is called "Bob" and a fourth "Sam." The scaler then announces, in his sing-song voice "Sam, twelve—sixteen", by which the tallyman knows that the log is to be charged to the Kirby-Carpenter mill, that it is twelve inches in diameter and sixteen feet in length. Away goes the log over the dam, and later it is caught by the polers, who, reading the marks, steer it into the proper boom.

The scaling gap is very similar to a western "round-up," where the cowboys do their annual branding, only in place of cattle there are logs. They even have mavericks here. These "yearling strays" that have no marks of any description go into the boom company's private yard. At the close of the year they are sold, and the proceeds received divided among the mill owners. In the neighborhood of 500,000 feet of stray logs are picked up every season. Both English and French scalers are employed at the gap and the "reuf-quatorze" or "douze-sieze" of the Frenchman floats across and mingles with the sharper but less melodious cry of the American scaler. Catchmarkers and scalers are naturally the best paid hands at the gap. Working full time they get $58 a month, while the polers and tallymen earn only $45. All the men go to logging in winter.

STRAY LOGS

"Regarding the stray log business . . . the system was as follows. A Stray Log Committee was appointed by the Boom Company, comprising three lumberman, a secretary, a superintendent, and two detectives.

"The detectives' work consisted of looking over the logs in the various mill booms daily, noting any and all strays found, scaling the same, and noting on cards furnished them for that purpose with the marks on the same, and the name of the company in whose boom the same were found. Scalers in the mill were furnished cards and required to scale and take marks of all strays, record same on cards daily.

"The Superintendent visited each mill, collected these cards and also the cards of the detectives, compared same, and turned cards collected from the mills over to the Secretary where they were tabulated and at the end of the month balance sheets were made out. If one company sawed more logs of anyone than the other sawed of theirs they had to pay the difference. The Stray Log Committee was a clearing house for the stray logs.

"In addition to this many logs were rafted here and towed to other places located on Green Bay and sometimes lost logs out of booms during rough weather, which logs usually drifted on shore. Crews of two or three men each gathered these logs together and stored them in pockets on the Menominee side of the river. Later in the season these logs so taken care of with other logs picked up floating down the river from the Rafting Gap, were advertised and sold to the highest bidder, the bidder sawing up the same.

"The Superintendent of Stray Logs put a scaler in the mill, scaled all logs and recorded the marks on same. This scale went to the Secretary of the Stray Log Committee. Each log owner was credited with his logs if any appeared and paid out of funds from the sale of same in accordance to the amount so appearing.

"The amount retrieved by the committee varied from year to year from 1,200,000 feet to a little over 2,000,000 feet.

"I do not remember the year of the peak operations . . . logs passing through the scaling gap totaled a little over 600,000,000. A year or two previous and a year or two following the peak the amount scaled reached better than 500,000,000 feet. Menominee and Marinette at that time was the largest lumber center in the country, manufacturing 100,000,000 feet of lumber annually.

"Digging into a pocket of an old bookcase of mine that escaped the fire I found my old book of log marks and owners' names which I am forwarding to you . . .

"I passed my 85th birthday the 11th of last October (1937) . . . I find there are but few men around here that were alive and active at that time (the days of heavy logging), in fact most of them were not born."

Wm. Phillips, Menominee
Widely known as "Stray Log Phillips."

LOG MARKS IN USE ALONG THE MENOMINEE IN THE EIGHTIES AND THE NINETIES

William Phillips was as familiar as any man with the hundreds of log marks used in the ~~x~~ighties and nineties and well earned his nickname "Stray Log Phillips". For occasional use he carried in his pocket a much-worn fat little leather-bound book. When it was new the management had listed on right hand pages in alphabetical order, one or two to a page, all owners' names. Under each name were listed in black ink the end marks of logs and opposite each end mark a second column in red showed its corresponding side mark. The beautiful chirography of original entries has lost something in transcription. Names the copyist marked (Added) are those pencilled on left hand pages by Mr. Phillips as time went on.

Avery Geo. E and J. H.

End	Side	End	Side
A	II□		IKI
7 UP	K	(50)	OO
(8) (5)	O$		V/V

Go To Blodgett & Davis

Baars F. A. Jr. (A later note)

7 UP K	
	IKI
(50)	OO

Bradley N. B. and Son

End	Side
TIM	TIM

Bentley Henry

End	Side
	♡

Bergeron, J. E. (Added later)

LAK LAK

B

Go To A Spies

Beyer and Pendleton

End	Side
V/V	V/V

Burton and Nester

End	Side	End
B+B	B+B	B+N

Beach and Bishop

End	Side
X	YX

Brown W. O. Mfg Co.

Brown F. A.

Side	End	Side			
8	*	1	BB	8 F	8 WC 84
	*	*	SO	YJ	
	W	YN	IUC	VI MI	
CIS-8		INK-VV	NY MAN	HIY	

Go To Blodgett & Davis

(Various notations made at different times)

Blodgett & Davis

end	side
HZ	ΛVΛ
GWB	AIX
US	ΛΛΛ
1/	1/
B	AB

Branch Luther

end	side
LB	LLB
LB	L·L

Brown & Davis

Y	VI

Brown Geo. and Co.

Mc — (Added)

GAR 188

B2

HB EM

Bigelow A. A.

PW

End 1XL (Added) End 100

Butter Mueller & Co

(Added) VE

Collette Henry

End Side

HC 69

B7D

HC 961

COL ILX

SW XIII

KA (Added) KA

Detroit

Cook Bros. and Paine

End Side

WPC 1FX

Carley Ira

End

BB COOK

Go To.

F. A. Brown

Cleman Lumb. Co

End Side

OK

£

Cook W. P.

End Side

WP o/o

Campbell and Winkler

End Side

WIN

Detroit Lumb. Co.

	End	Side	End	Side
1			ONE	
2			VOX	MV
3			SF	VIX
4			M+B	
5			2A	1F11
6			JM	
7			AD³	8
8				

P+P

VD XXP

TG XVV

TP VXD

VIX MV

Devereux & Small

END SIDE

DS D1

(An addition)

Davis, W. J.

END SIDE

JEP LL

P11

W

J

D

Dunham & Co.

AD 11 (Added)

Dorby J.

JD (Added)

Donovan and O'Connor

D & O

(Added)

Davenport B. F.

D

Engler M. H.

 XX (Added)

Frazer D. R.

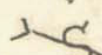
215 HV

Ford River Lr. Co

FRL

Ft. Howard Lumb. Co

 VII

 PIT

 KIT

EW E

SC

Freeman Ed.

MAN HIY

Go To

F. A. Brown

Goddard E. Gen'l Son

end	side	end	side
EGG	EE	VAG	KK
GODD		PUP	EI
SUE	EII	VINT	EIII
JUD			

Golden Martin

Green Bay Planing Mill Co

B 

B B B (Added)

Girard Lumber Co

VD VXD

 ◇II

 X

 VV

FA

Hill John Co (Added)

CK VO

WPC IFX

Part Go to Donovan & O'Connor and part L. W. V. S. Co.

H. and M. Co

HM HM MH MH

Harvey T. W. Lr Co

 T

TWH 4

 III

 LL

Holquest & Setterstein

LET INE

Go to

Girard Lum. Co. (Added)

Hutchinson W. E.

777 777 (Added)

Harmon A. M. Lbr. Co.

Y. (Added)

Hallet & A

 OK

Harding Henry

NXN NXN (Added)

Hancock J. F.

JFH IN

NII

(Added) INI

Conto Wis

Holt Lumber Co

UA	U1	CL
UH	U2	CC
UO	U3	JB
UX	U4	B+C
UK	U5	HX
UB	U6	OX
UJ	U7	HE
UP	U8	HL
Ut	U9	
UW		
UC		
UL		
UT		
UZ		
UF		
UM		
UV		
UY		

(Added)

Iron River Lr. Co
QZ

Jones and Kennedy
K
Go To Bay Shore

Jennings Sargent & Co
Dent Dent NN N◊N
▲ ▪▪
LXV
N N
JP JP (Added)

Jackson E. G.
XIT SAP
Go To
K.C. Co. (Added)

Johnson & Peterson
JP JP

Judge Wm.
JUD AXA

Kirby Carpenter Co
K3S K1S K0S Y∧
K4S KS KS K8S
JV WI K◦S
XIT SAP

Kelley Rathborne & Co
CAR ZK

Krake, D. L.
(K) (Added)

Klass Wm.
SC 1/1

Ketcham Lumb. Co.
KEY KEY

L. W. and V. S. Co.
X1 X0 SX1
X2 X1 J◊
X3

N. Ludington Co.
L ✳

Leclair Jos.
LO L

Laycock J. E.
E EX

Leathem and Smith
S H

Lemke Geo.
GEO ✕

Laro Jos. (Added)
LH L2
Jos ANA

Lewis C. B. & Sons
L&S ∧x

Long James
JL L

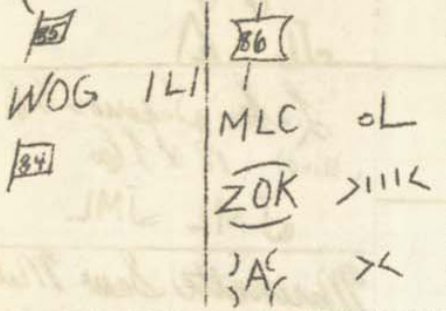
Lake Superior S. Co.
(Added) R & S Co.
JML JML

Marinette Saw Mill Co
ES ES
JEP PX
P P

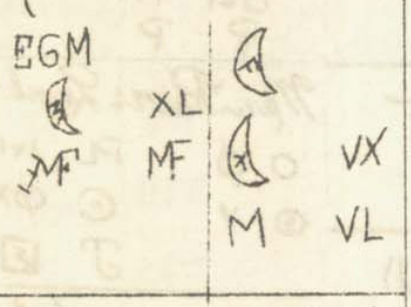
Mn. River Lumb. Co.
◦ ◊ PL IVI
S V ◎ ◊X
J F

Murry John
(Added)

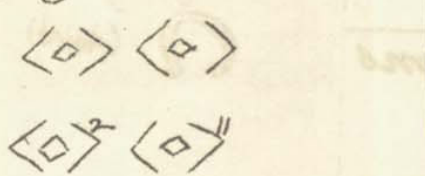
Marinette Lumb Co.



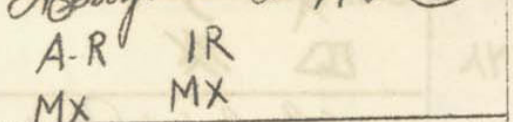
Merick M. F.



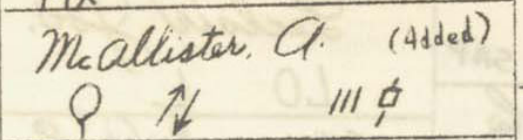
Munkler H. N.



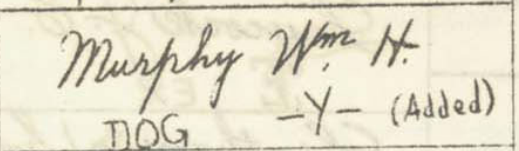
Merryman R. W. & Co.



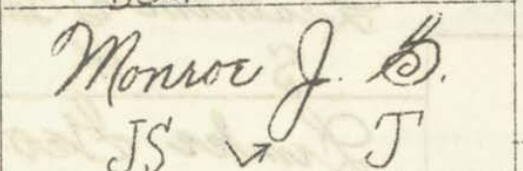
McAllister A. (Added)



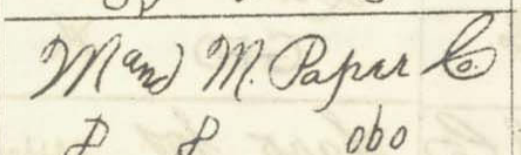
Murphy Wm H.



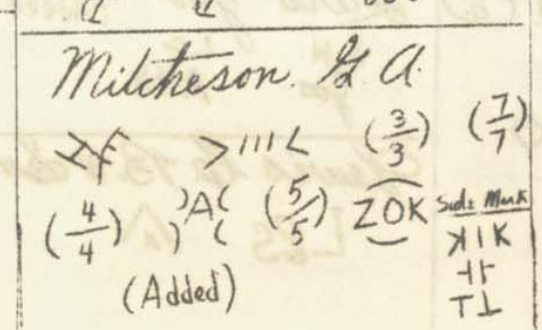
Monroe J. G.



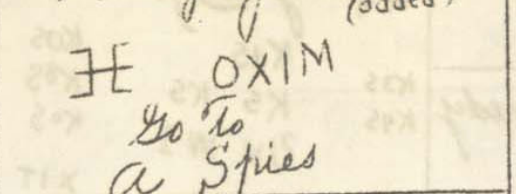
Mans M. Paper Co.



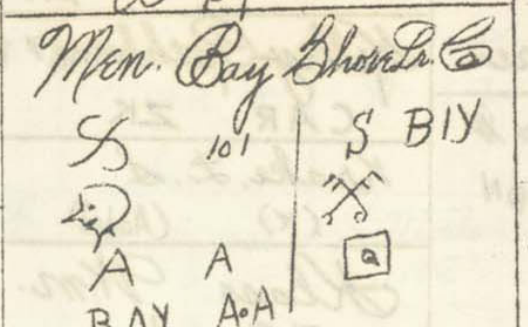
Mitcheson & A.



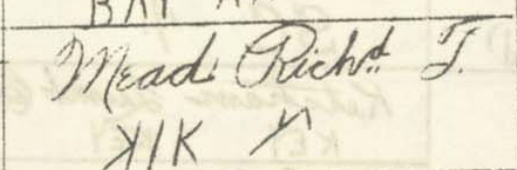
Malloy J. W. (added)



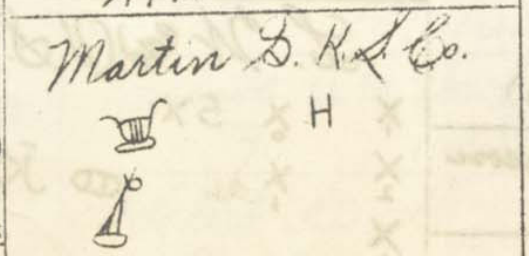
Men. Bay Shore Co.



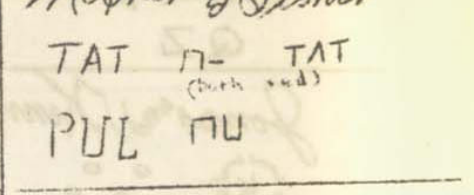
Mead Richd. T.



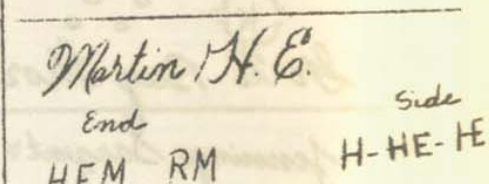
Martin D. K. & Co.



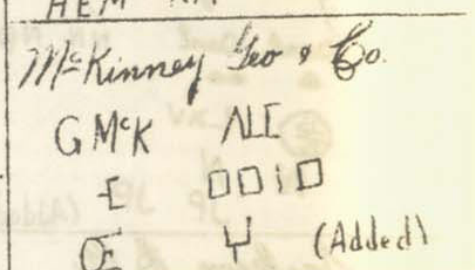
Mosher & Fisher



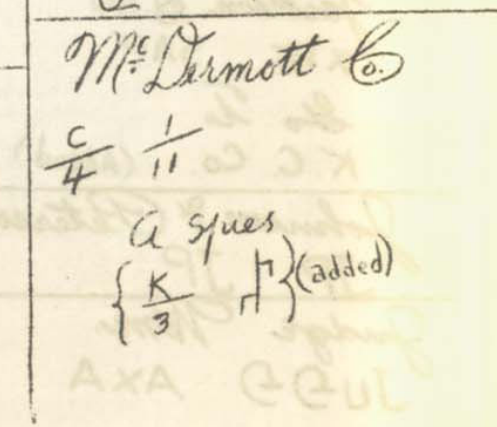
Martin H. E.



McKinney Geo & Co.



McDermott Co.



Murphy Lbr. Co.

End	Side	End	Side
M			
IB	IUI	ALV	141
	LW	DORR	OMO
		D	WIS
HILL		234	XXX
	OXO		
BAT		DOG	OY
PT	TIT	IOU	Y4
1×R			
248			
F		ND	ND
DAM	A	RB	BP
	M77		

Mr. Elwee Billings & Co.

W-2 HHG CJW
HC PP
777 777
CON KX
∞ M01

Mc. Donald and Billings & Co.

A&M AM AM AI
MB xx
HM xx

Mr. Govern Peter

MP MP

Naugle E. E.

PDQ TDQ

Nevers J. F.

N/F NF

Nichols John J. (Added)

JX JX
Go To Detroit Lumber Co.

Oconto Co. (Added)

CF CB
Go to Schofield

Noall W. C.

WCN N

Pendleton C. S.

JX JX JJN
Go to (Added)
John J. Nichols

Pendleton C. T. & Son

dP dP (Added)

Pendleton Frank

XTS
AT (Added)

Prestige Co.

Peters R. J. & Co.

JP JP JP×× JP× JP" JP'

Parmenter & L. (Added)

E.P

Peters & Morrison

T
P2&M
P&M
IL L
B&M
P&M
P3&M P4&M

Pendleton C. T.

TTV
×1×
×1×
×1×

Quirt Bros.

PIN (Added)

Ramsay and Jones

End	Side	End	Side
		RJ	N
HH	HH	UD	oooo
WHC	I+I		N
			IT
			^
		£	$

Rathborne Jos and Co.

End	Side	End	Side
AP		JWA	
JO		RA	A
N	INII	ROOD	TW
CR	>Y	SAW	

Bullet

Read C.F. & Co.

M × (Added)

Read F. W. & Co

END

R

(Added)

Robinson and Flynn

End	Side
RIF	><

Royce and Co.

RCo

Sawyer Goodman Co.

End	Side	End
	I/HI	

Spalding Lumb Co.

SLC AZ

Go to JCS

Henry Swart

S II (Added)

Street Chatfield and Keep

End	Side	End	Side
DB	DB		
ESN	XEX		
		LP	LP
		TEN	IXIX
AM			
O+S			

Go To Spies

Sweet Lumb Co.

CBA

X II X II

A

CS

Spies Aug. K/3

WAD	WD	XXII	JW
		JR	
		200	HA
	C	AD	
	XPX	WJ RD	IBI T
	DK	LAK	LAK
OXIM	SII		SIII

Scott and Webb

SW XIII

Simpson S. T. B.

SBS 17

Stephenson Isaac

Scofield Est.

ES ES
JEP P
SBS PX
FUN
RS (Added)

Smith and Daily

D K

Sturgeon Bay Lr. Co

US
Go To Blodgett & Davis

Street Chatfild & Co

CO
TY CTP
T

Smith and Swan

NE NE

Treat J. A. L. Co

1∧1 1∧1
HS

Talbot Mfg. Co

TMC TMC

Tisdale D.

DT Side DT
Go To Detroit Co.

Vanderbeck and Kelly

V∧K (Added)

White and Friant

96
92 (Added
W

Witbeck A. Co

F
P11 P11
L2 LH
LB LOL
RM
K

White and Friant Lr. Co

H H
96
92 +1
Go To Detroit

Williams P. T.

PW 4X (Added)

Wheeler M. A.

H XVX
V
1↑1 1↑1

Westover Sullivan Co.

WC IW DIE WIL
84 L/L
WS AXL

Whitney E. C.

EW E (Added)

Whittlesey F. K.

FOB
FW

Miscellaneous Notes and Names

(A Late Entry)
MARINETTE LUMBER CO.
May 30, 1894.
LOG MARKS

End	End	Side	Side
MLC	U	>|<	VV
WOG	VK	oL	NXN
ZOK		>|||<	∉
	MAN	IL1	PIN
	Ⓡ	L17	
	EP	o oo	
	VK	IV	
		11	
		V1	
		*	
IUC		1	
CIS		HIX	
NV		o-o	
IM		NY	
NXN		YN	
S		M1	
J			

Menominee Herald 9/24/85 The new ten-hour law became effective September 21. Every mill in Menominee is closed down, not a wheel is turning until new contracts are signed. Men asked to work the same time as men in Marinette (11 hours) will agree to verbal contracts, but not written, as union regulations do not permit.

Menominee Herald 4/21/87 Lumbermen estimate that there are 600,000,000 feet of logs in and on the Menominee river, the greater portion to be sawed this season.

Menominee Herald 5/19/87 It looks strange to a person not accustomed to it to witness the army of men employed in the larger mills just before the mill starts up for its day's work, sitting here and there, singing, talking in a half-dozen languages, and smoking old black-stained pipes, waiting patiently for the whistle to blow "time". It is equally amusing to see this force of all nationalities working like bees together.

Menominee Herald 5/26/87 A few years ago the Kirby Carpenter company was satisfied with its cut of one million feet of lumber per week from its two mills, but the demands of the business have compelled the firm to build another mill and make additional improvements to old ones, so that today this company is sawing 3,000,000 feet of lumber per week. One of its four bandsaws now in operation cut over 50,000 feet on Tuesday last, and the three mills turned out over half a million feet on that day. This company has the largest sawmill plant in the United States and is one of the leading lumber manufacturing companies of the world.

Menominee Herald 6/30/87 A four-inch plank, 16 feet long and clear as a bell was sawed at the Detroit Lumber company's mill one day last week.

Menominee Herald 10/6/87 The Girard Lumber company burned out October 4. Five million feet of pine lumber was burned or badly damaged . . . The flames ascended to a great height, giving a lurid appearance to the sky for miles . . . We are informed that the light from burning lumber piles was distinctly seen at Ellis Junction, 22 miles distant, at Oconto, and also at Iron Mountain, which is between 60 and 70 miles from Menominee.

When the fire burned away the blocks which formed the foundation of the tall lumber piles and elevated them above the pier, the masses of pine toppled over and plunged from the slips at either side, that part of the material remaining above water continuing to burn as fiercely as before. To save the piers, the Barton and other tugs ran the masses of lumber seaward. This operation continued until the bay was covered for a distance of nearly half a mile with these blazing piles, which made an imposing spectacle.

Menominee Democrat 10/22/87 Menominee has eleven mills and the Soper Lumber company will start in 1888. Those now operating are the Kirby Carpenter company —3; Ludington, Wells & Van Schaick —2; A. Spies; Doherty Baars Lumber company; Detroit Lumber company; Ramsey & Jones; C. B. Lewis & Sons; Peters & Morrison.

Menominee Democrat 12/8/88 On Thursday John Leathem was observed with six or eight toothless gang saws which he is prepared to prove were stripped of their teeth by "dogs" imbedded in the logs. These "dogs" are pieces of iron driven into the logs by the boom men in order to lash them together. In taking them out the men are not very particular and break quite a number of them off, and broken pieces play havoc with the saws and entail danger for the men around the saws.

Menominee Democrat 7/26/90 This has been a busy week for lumber carriers, Tonawanda and Chicago being the main points of consignment. Twenty-seven clearances were taken from the Menominee custom house.

LOGGING CAMPS

By. A.M. Sutherland

(NOTE: A.M. Sutherland who lived for many years at Ingalls and later at Menominee was not a woodsman, but a railroad man. His description of the early small logging camp was secured from an old woodsman. His account of the later camp was from his own observation.)

Early Small Logging Camp

This camp for thirty men was located near a small lake. It was built of large hemlock logs, hewn on the inside and covered with thick cedar shakes overlaid with small cedar boughs and when covered with a foot and a half of snow had a good warm roof. One half of the building was the bunk room and the other half was kitchen and dining room. In the roof over the bunk room and kitchen there was a box about a foot square made of split cedar to draw off the foul air and smoke.

The single bunks were made of peeled spruce poles and the bottoms were covered with smaller poles with a little spring to them. The bedticks were of striped ticking filled with swamp hay and the pillows were the same. There were two pairs of woolen blankets and a pillow for each bunk, and there was a lower and an upper bunk.

About in the center of the room stood the big box stove using four-foot wood, and on the stove was a large boiler filled with water for the use of the men to wash. The men on going to bed removed their pants, coats, and shoe-packs, but not their woolen underwear until they quit work in the spring.

In the kitchen-dining room part of the camp, the table legs were driven into the ground, sawed off at the right length and capped; and the top was made of split basswood. The benches on both sides of the table were made in the same way.

Near the end of the room was a kind of crib about six feet by ten, and three and a half feet high made of spruce logs and filled at the bottom with hard packed earth, the upper part was filled with sand.

The cooking implements were six flat kettles about the shape of a cheese box. They were made of cast iron. The covers fitted closely and came down over the sides about three inches. A kettle was lifted about by its bail. A fire of dry cedar or other wood was built on the sand and kept going until the sand was very hot. It was allowed to burn down and then the cinders were raked off and holes made in the sand into which the kettles were lowered and covered with hot sand. A lighter fire was then set going until in the opinion of the cook the contents of the kettles were cooked. Bread as well as meat and vegetables was cooked in these kettles.

When the cooking was finished the cinders and sand were scraped off, the bails were raised and a pole run under them, and a man at each end of the pole lifted the kettles from the sand and placed them on the table. The bread kettles were turned upside down on the table and the kettles slipped off the bread. The meat and vegetables were dished out into large oblong deep basins in which there was a big iron spoon with which the men helped themselves. Frying was done in a large frying pan over a hardwood fire on the crib.

Later Camps

On the twenty-fourth of June, 1890 I entered the employ of the Duluth, South Shore & Atlantic Ry. Co. and was given charge of the western division as assistant superintendent. This division had just been finished and over two-thirds of it was through heavy woodland and lumber camps were started all along the line. I visited many of them and noted the great difference between them and the camps of early days.

. . . At one of these camps there were two buildings each about 60' by 25', end to end but between the ends there was a space of about fifteen feet. The same roof covered

both buildings. The roof was laid with two layers of one-inch boards on top of which were laid two thicknesses of tar paper held in place by small nails through holes in one-inch tin washers.

The ventilating boxes were three feet square, the tops were closed, and there were slats on two sides. The floors were laid with boards dressed on one side.

The bunks were built for two men, with a good mattress, feather pillows, and four pairs of woolen blankets. In front of the bunk there was a bench for the use of the men when dressing. There was a big window in the outside ends of the camps with glazed double sash. In one corner there was a small room with a bunk in it for the cook and all along the rest of the end there was a wide table on which there were three or four mixing troughs that looked something like small bathtubs. The cook mixed the dough and the cookees cut it up and put it in the baking pans. In this part of the camp there was a large six-hole cookstove and in the fire box of the stove there were two three-inch holes. Through these holes were two pipes, the ends in the fire-box being connected by two elbows. The other ends of the pipes went through holes in the side of a large hardwood barrel, and this arrangement kept the water in the barrel hot.

Besides the cookees there was a chore boy. This was a misnomer as the chore boy was an old lumberjack too old to work in the woods. His duties were to make up the bunks, sweep out the bunk room and keep the cook's woodbox filled. There was a man to saw and split the stove wood.

The Cook was the monarch of the dining room. He allowed no loud talking, and the man who left anything on his plate or in his coffee basin heard from the Cook in a very emphatic manner. I have had dinner in the camp with the superintendent, and we spoke <u>not a word.</u>

NO. 1 PICTURE PAGE

The views of the Menominee county lumbering industry in its later years have been made available through the courtesy of a number of persons who loaned the cards reproduced.

<u>First row on left, top to bottom.</u> Pictures loaned by J. P. Johnson (Standing at left front of a, wearing checked mackinaw.)

a. Camp near Devil's Creek.
b. Ready to fell a tree.
c. Loading logs. The team at the side does the loading.

<u>Second, or middle, row, top to bottom.</u>

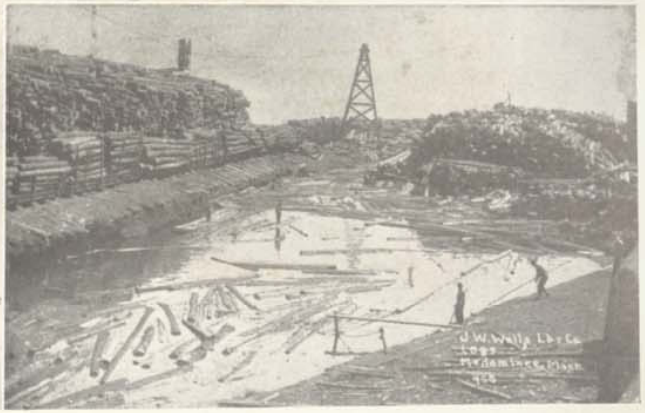
d. Load of logs for Cedar River mill. Picture loaned by Eileen Miller.
e. Samuel Crawford & Sons Lumber Company of Cedar River sent supplies to their woods camps by means of the mule tote team here shown. This picture, mailed in 1910, was loaned by Mrs. Ernest Laduron, Menominee.
f. Menominee River Drivers in their Bateaux. Picture loaned by John Hallfrisch of Lake Township. Postmarked 1907.

<u>Third, or last, row, top to bottom.</u>

g. Hauling logs. Camp near Nadeau. Note the runners of the small train. Card was mailed 1913. Loaned by Miss Katherine Kass, Birch Creek.
h. Camp of Rasner Brothers & Schmidt at Fox. Picture loaned by Miss Clara Rasner, Greenwoods.
i. J. W. Wells Lumber Company yards at Menominee about 1915.


SAWS TATE TEAM
BEAVER RIVER, MICH


BAUER BROS - & SCHMIDT
FOX MICH-17


J. W. Wells Lbr. Co.

THE PASSING OF THE LUMBERJACK

Adapted from Menominee Herald-Leader, 1906

With the disappearance of the immense primeval forests of northern Michigan . . . the picturesque lumberjack, long the typical figure of this region, is fast ceasing to be a type and in the course of a few years will be only a tradition of a past era . . . The lumberjack today begins to show more the impress of advancing civilization and the ranks are being recruited from the class of farmers whose newly settled holdings are not sufficient to maintain their families so that the men are forced to go into the woods to work in winter.

The old lumberjack was a marked character. As a rule he was a hard drinker, a loud swearer, improvident, careless of dress, happy-go-lucky, yet, withal, kindhearted, fairminded and patriotic, a good friend and a good enemy. He could be as kind as any to a friend, and he could hit his enemies a harder blow than perhaps any other class of men — and he was never bashful about using his fists.

In the fall Jack set out for the woods, usually a crowd going together, laughing and singing, shouting and cracking rough jokes. His "turkey" on his back consisted usually of a coarse potato sack tied across the shoulders with a strap or piece of rope and contained a few clothes and other articles that went to make up his "kit."

In the woods he worked through the cold winter months from dawn of day until dark. At night he was usually glad to bolt his food and retire to his rough board bunk in the long low camp shanty and sleep the good sound sleep earned by his day of toil. On Sunday if he felt inclined to do so much honor to the appearance of civilization, he would shave, cut his hair, bathe, wash and mend his clothes. As a rule there was little chance in winter to get out for social enjoyment and little opportunity to spend his money. Usually all would go well and the jackie would lead a sober, industrious life for months.

When spring came, however, with the melting of the snows the camps were broken up and Jack would pack his "turkey" and draw his winter's pay, amounting sometimes to several hundred dollars. Then he would hike for the settlements eager for freedom and ready for a good time. It was small wonder then that he endeavored to make up for lost time, spending his money recklessly and indulging in all sorts of excesses until his money was all spent, gambled away, or stolen.

Jack would wake up from his spree, either in jail or under the sidewalk, his head aching, his clothes torn, and his pockets empty. He would drift around for awhile and then go back to the woods to repeat the process.

It is a notable fact that except during recent years the lumberjack was largely of old Yankee stock.

THE TIMBER INDUSTRY IN 1906

H-L 7/14/06

That the timber industry of the county is not a thing of the past is shown by the fact that loggers are getting ready for next season's output.

Crawford & Sons of Cedar River have a number of camps in operation, peeling hemlock bark which is used in tanning. A great deal of cutting and skidding is done by Crawford & Sons, also the cutting of logging roads.

The Mashek Company is also operating camps along the Indiantown & Southern railroad, which timber will be cut up by Hall's mill at Gourley and also by the Heath mill.

Nadeau Brothers of Nadeau will commence operations in timber as soon as the weather is cooler. They are cutting the biggest stock of logs ever received in their mill yard at Nadeau.

Menominee has great products of tamarack piling which is used in building foundations for huge skyscrapers in large cities. The government is also a large consumer of pilings in building breakwaters, docks, and lighthouse piers.

NO. 2 PICTURE PAGE

First row at top of page, across, left to right.

a. Part of Old Camp I near the Big Cedar.
b. Arrival of the Chuck Wagon, with the noon meal.
c. River Drivers on the Big Cedar.

Middle row, across, left to right.

d. LaCount's High Banks where logs were banked for the drive down the Big Cedar.
e. Loading logs. Men are from the William Hanf camp in the Cedar River area.
f. The William Hanf camp crew before the cookhouse at camp. The large man seated with a cook on each side is the boss William Hanf.

Bottom row, across, left to right. Local uses of logs.

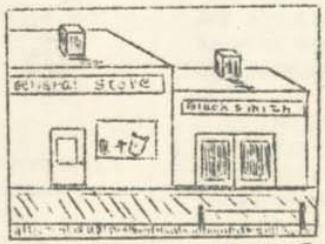
g. Remains of old charcoal kilns near the C. & N.W. tracks east of Wilson. (1940)
h. Paper mill at Menominee. (1940)
i. Portable mill at Jule Deschaine's Lumberyard, LaBranche. (1940)

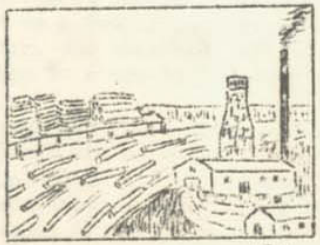
Pictures of lumbering in the Gourley township area were made available through the courtesy of Mrs. Charles LaCount. These are the views designated a, b, c, and d.

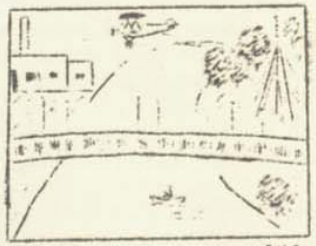
The pictures of the men of the William Hanf camp were secured through the kindness of Mr. Hanf's grand-daughter, Miss Eileen Miller of the Wildwood community in Ingallston township. These are views e and f.

The picture of the paper mill at Menominee is used through the courtesy of the Conant Studio, Menominee.

Menominee
Other Days
and
Other Ways







MENOMINEE — OTHER DAYS AND WAYS

The accounts in the following pages give vivid pictures of days long past. They are not intended to cover exhaustively the fields of history and reminiscence, and perhaps do not even mention by name many persons whose contributions to community life were of outstanding importance. Some such persons left no written memoirs; others may have written accounts that have not been made available for this book. Again a number of the older persons of the present day have intended to prepare notes of reminiscences but have not yet done so. Perhaps theirs will appear in some later chronicle.

THE MENOMINEE INDIANS AND THE COMING OF FUR TRADERS
By Josephine Ingalls Sawyer

(Following are excerpts from a paper prepared by Mrs. Sawyer to be read at the Old Settlers' Banquet in Menominee in 1923. Mrs. Sawyer spent almost all her life in Menominee. She was the daughter of Judge E. S. Ingalls who came to Menominee in 1859, became prominent in local affairs, published the first newspaper, and in 1876 compiled the 1876 CENTENNIAL HISTORY OF THE TWIN CITIES. His daughter Josephine married A. L. Sawyer, who with her assistance in research compiled a three volume history of the Upper Peninsula.)

Picture this territory to the north, covered with almost unbroken forests of the finest of wood, untouched by the blight of commerce, unharmed by the woodman's ax. That vast forest country with its rolling surface of hills and valleys extending in gradual ascent to the mountainous country northward, had as its only highways, except here and there an Indian trail, the fine river system of the Menominee, whose chief branches penetrated that region of slumbering wealth waiting for its commercial age.

Picture also the natural results of such a combination of forest and stream. How could the streams be other than peopled with fish and the home of the beaver, the marten, and the mink? How could the forests be other than swarming with wild game, such as bear, deer, and lynx?

It was into a condition like this that the first settlers, as fur traders, introduced themselves to the resident Indians.

. . .

They found upon the north bank of the Menominee, from a point where the paper mill bridge is now located, up to and including the grounds of the Country Club, the Menominee Indian Village. The tribe, though generally reputed to have been peaceful, was not as populous as in times past. Tradition says it was recovering from the effects of the great "Sturgeon War", fought between the Chippewas and the Menominees on the site of that village many, many years before.

At the time of the traders, where now is located Main St. (Sheridan Road) there was a long, narrow sandy ridge, timbered with scrub oak and jackpine, with the bay washing its easterly front, and its westerly edge falling off into a great slough that spread out from the river to the region of the Sugar Factory and the St. Paul Depot and extended north past the present location of Ogden Avenue. That slough, and another to the south of St. Ann's church, were filled with an abundance of wild rice, which served as a great attraction to wild ducks and other water fowl, and was the home of many fur-bearing animals.

. . .

At that time the river flowed in all its majesty, unhampered by dams, uncrossed by bridge, and there were no wharfs or docks on the banks of either river or bay.

. . .

There is no doubt that both the Indians and the first settlers endured many hardships and suffered many privations in the rigorous winter seasons, but they must have had endearing compensations. Imagine yourself in a canoe, fishing on the bay or running the tempting rapids of the river. Imagine a trip into the forest where, after a day's journey, you camped for the night on a bed of boughs, with a green forest canopy as your shelter, the breath of balsam and cedar as a tonic, and were lulled to sleep by the tune of a rippling brook.

The Indians kept no records, or practically none, and the early traders did no better . . . Because there were no records kept we do not know exactly the date when the first permanent white settler came, but it is fairly established that it was about 1796 . . . Louis Chappiew was this first man.

THE FIRST TRADING POSTS

By Judge Eleazer S. Ingalls

(This account is taken from Judge Ingalls' 1876 CENTENNIAL HISTORY)

The first white man who came to Menominee to stay was Louis Chappieu (or Chappee), an Indian trader, who came here as an agent for the American Fur Company and established a post in 1796. (This post was on the Wisconsin side of the river, nearly opposite the Indian Village spoken of in the article by Mrs. Sawyer as being located on the Michigan side near the site of Riverside Country Club).

At that time many thousand Indians visited the Menominee River every season, while to the north and about the headquarters of the river, and towards Lake Superior, the Chippewas had numerous villages which were accessible by birch canoes. There was an abundance of beaver, otter, mink, muskrat, martin and fishers, bear, deer, and less valuable game, throughout the country, and this post became an important trading point.

Chappieu was a French-Canadian voyageur, with sufficient education to keep what books were necessary for an Indian trading post, and was apparently the right man for the place. He was stirring and active, and had sufficient courage and nerve for any emergency that might arise. He had a large number of men, picked up from that class of Canadian voyageurs who preferred a life in the solitude of the forests to a home with civilization, and his post sometimes presented the appearance of a well garrisoned fort, and at other times he was left almost solitary and alone to defend it if hostile Indians approached.

His post was solidly built of logs with palisades made of heavy timbers set in the ground around it. Some portions of his post near Chappee's Rapids were remaining when the writer of this came in the country in 1859.

A story is told illustrating his nerve in danger as well as the uncomfortable position an Indian trader is sometimes placed in when his post is far out on the frontier, away from civilized men. I state the story as it was related to me by John G. Kittson, several years before his death.

All of the white men belonging to the post had been sent away on various expeditions, leaving only Chappieu and another man. A band of Indians from a distance, who were none too friendly, came to the post, and before Chappieu had discovered the character of his visitors they had come within the stockade and inside the building used for the storeroom. At first they began peaceably to talk of trade, but soon got noisy and threatening, and it was not long before he became satisfied, from their actions, that the object of their visit was to rob him of his goods and probably to lift his scalp.

To fight them was out of the question, for not only were they inside of the stockade, but were crowding around his small counter inside of the store building and all of his reliable men were miles away where he could not recall them. He tried by pleasant words to still the storm and avert the danger, without avail; they grew more and more threatening, and when, as he thought, the crisis had nearly approached, he rolled out a keg of gunpowder which was open at the end, and catching up a loaded pistol he cocked it and pointed it into the gunpowder, and with flashing eyes turned to their chief and told him that if every Indian was not out of the stockade in two minutes he would fire into the gunpowder, and send them all to the happy hunting grounds.

They knew by his tone and the flash of his eye that he meant business, and being suddenly impressed with the idea that discretion was the better part of valor, in less than two minutes not an Indian was to be seen inside the stockade. The best of the matter was that they became so favorably impressed with his bravery, they immediately made friends with him, and he got a good trade with them, and they always remained his friends, and often afterwards visited him, to his and the American Fur Company's great profit . . . He carried on his trade with the Indians for many years, until dispossessed by Farnsworth & Brush, as will be hereafter stated.

After being dispossessed of his (Wisconsin) property by them he crossed the Menominee River (to the Michigan side about 1823) and built a new trading post near the foot of "Chappee's Rapids"—which were named after him—about five miles up the river from the village of Menominee. There he remained trading with the Indians until he died; in 1852.

He surrounded this post with palisades in the same manner as he did the first one, and some of these remained standing until after I came into the country. Chappieu took to himself a squaw, with whom he lived, and raised children, as was the custom with the traders in those days, but to whom he was never married. Some of the descendants a few years ago were, and probably now are, living about the Peshtigo River, in Oconto county, Wisconsin.

The next permanent white settlers who came were William Farnsworth and Charles Brush, who came the same season, and operated together after their arrival. They arrived in 1822. They were stirring, wide-awake business men, but without so nice a sense of meum and teum as would stand particularly in the way of their carrying out any enterprise that they might undertake. About the first important enterprise they entered into was to root out Chappieu from his trading post, before alluded to.

Unfortunately, Chappieu, through want of discretion, or perhaps forgetting that he was then the only white settler in the country having authority, opened the way for them, and made the opportunity of which they were only too ready to avail themselves.

Owing to some difficulty, Chappieu, soon after they came on the river, got into a quarrel with the chiefs—Spaniard and Shenegesick, and a brother of the latter. During the fracas he lost a thumb. Making more of the matter than prudence required, he caused these chiefs to be arrested and taken to Green Bay, (Fort Howard) and imprisoned in the fort there by the United States troops stationed at that place.

These chiefs were told that they were to be taken to Detroit and imprisoned there, and in some way they got the idea that as a punishment for the loss of Chappieu's thumb they were to have their teeth knocked out. These stories were, undoubtedly, started by some of the white men, and told the Indians to "get a sell on them," (to use a slang term). The Indians, being very credulous, believed the reports and told the chiefs, who, as well as their followers, were very much frightened and supposed the offense was a very serious one.

This was an opportunity for Farnsworth. For many years before he came to Menominee he had been employed by the American Fur Company, and was well acquainted with Indian customs, their language and habits of thought. Possibly he had something to do in circulating the stories, though that such is the fact, tradition saith not. At any rate the chance was too good to be lost, and when their terror had approached its climax, he made his way to Green Bay and interceded for the chiefs with such good effect that he obtained their release.

This made the tribe his fast friends for life, and a blow was thus struck at Chappieu's popularity from which he never fully recovered. The good will of the chiefs did not end with words. They strove to show their appreciation of one who had proved a friend indeed, when they were in need, by making him a grant of all the land on that side of the river, from the mouth to the rapids, (lower dam) which grant included Chappieu's trading post.

How far back from the river the grant extended, tradition does not show, and as there is no written record of the grant, there is now no means of ascertaining, but as land at that time had no stated market value, it is presumable that it extended as far back as he might choose to consider it, so that it did not interfere with anybody's rights who might be living on the Peshtigo River. This presumption is strengthened by the fact that the Indians, who only wanted the land for hunting purposes, could continue to have just as much use of it as if they had not given it away.

The one thing that Farnsworth wanted most he got. That

was Chappieu's trading post. One day when the latter was away, taking advantage of his absence, Farnsworth and his followers entered and took possession of the post. They piled the goods, wares, whisky, furs, squaws, papooses, etc. out, and as writs for "forcible entry and detainer" were not in fashion then on the Menominee, and the aggressors were the stronger party, Chappieu, on his return, feeling completely disgusted with the turn things had taken, piled his traps into his canoes and paddled them up to the foot of the rapids which still bear his name, and there built another stockade, as I have before stated, and made a final stand for his rights.

While the course taken by Farnsworth in this matter, may not have been strictly according to the code now supposed to regulate the acts of the people of the State of Wisconsin, it was one step forward in the course of civilization on the Menominee River, in fact it was the first step toward it. Though Farnsworth was an Indian trader, he was also something more; he had good business capacity, and Brush, who was associated with him, had quite as good.

The First Farmer in Menominee County

The next white man to take up permanent residence in what is now Menominee County was John G. Kittson. He came in 1826 as a clerk for the American Fur Company under Chappieu. He was the son of a British officer who was, or had been stationed in Canada. Mr. Kittson spent the remainder of his life in this vicinity, and died in 1872, his death being hastened, as it is believed, by the exposure and suffering he and his family were subjected to on the night of the great woods fire in October, 1871.

He was a very intelligent and stirring man and was all his life actively engaged in the fur trade or in farming, and he had the honor of clearing and working the first farms ever opened in this county, one at Wausaukee Bend above Grand Rapids, and another at Chappee's Rapids, near the old trading post, where he resided for many years before the great fire.

Kittson had great influence over the Indians, and was at all times a friend to their interests. The Indians always spoke of Mr. Kittson as "the writer," a name they gave him on account of his doing all the writing for them in their various transactions with the government. He has left many descendants who still make the Menominee their home. One son, John Kittson, was killed in the war of the rebellion in Sherman's march to the sea.

Other Early Settlers

In 1826 came also Joseph Duncan who was employed as a packer by the American Fur Company. He was a brave soldier and fought the battle of Plattsburgh. He might be entitled to a pension, only, unfortunately, he was fighting on the wrong side. He was a British soldier, is still living, and makes his home with Charles McLeod, and believes himself to be between 80 and 90 years old, though he cannot tell exactly.

The next white men who came to stay permanently were Baptiste Premeau and Charles McLeod, who arrived in 1832. They are still living here at Menominee, Charles McLeod being now 64 years old (in 1876).

Joseph De Cote (De Cota) came the same year (1832) and is still alive. He is living on a farm at White Rapids, and is now in 1876, 70 years old. A good story is told of De Cota, who is French, and does not talk the best of English. A few years ago he had a lawsuit with John G. Kittson, with whom he was not on the best of terms, about a horse which Kittson replevined. De Cota could not speak the name Kittson but always called it "Dixon." Soon after the time of the suit with Kittson, a Catholic priest, who made occasional visits to the Menominee River, and through the wild settlements, came here and visited De Cota at White Rapids.

De Cota made him a present of a pony to assist him in his travels on his missionary journeys. The matter of his suit with Kittson would occasionally come up, and he invariably worked himself into a passion, and after exhausting every expletive in the Canadian-French vocabulary, he would cool off with, "Vell, I give vay two hoss; I give von to de Lord and I

give von to de devil; I give von to de priest and I give von to John Dixon."

EARLY DAYS IN MENOMINEE

By Catherine Lyon Boswell (1896)

I first saw what is now our beautiful and prosperous city on a lovely morning in June, 1853, and all we could see from our point of view was two small houses and a few fish shanties, the rest was trees — nature in all her unadorned beauty.

After breakfasting on sturgeon and other good things at Quimbys, cooked as only Mrs. Quimby could cook, we went on board a small boat which was to take us to the end of our journey, a place on the Wisconsin side of the river, near where the old paper mill stands. There were three comfortable houses there, occupied by John B. Jacobs, his mother Marinette, and the third was to be our home for an indefinite time.

The river was a broad expanse of water reaching from shore to shore, not an island to be seen till you came to one where Isaac Stephenson's mill now stands. That island had a cabin on it in which John Tebo and his family lived. It was called Tebo's Island. At that time there was but one mill, a small water mill near the middle dam. All the river below that dam was clear of booms, piers, etc., a beautiful sight.

Our only mode of conveyance in summer was by log or bark canoe. There were no streets, no use for them, as there was but one pair of horses and lumber wagon and that for use about the mill . . . There were no schools, no churches, and hardly any civilization.

The first winter we spent here my sister was to be married, so arrangements were made with the mail carrier — whose coming, by the way, was but twice a month — to bring the Rev. Jeremiah Porter with him on the next trip. This was the first marriage ceremony ever performed on the river so far as known.

Mr. Porter remained over Sunday and preached in my father's house . . . Everybody came to hear him and small as the house was, there was room for everybody.

You who get your mail delivered to your door twice a day can realize very little of what it was to know that we could get ours only on the 15th and the 23d of each month and the eagerness with which we looked for the mail carrier, a sail boat in summer, a pack on his back in the fall and spring between ice and water, and a pony team on the ice in the winter. The risks the mail carrier had to run to get to us I fear we hardly considered in our anxiety to hear from our friends.

There were more Indians here then white people, Indians who wore moccasins and lived in wigwams. But they had one advantage; when the wigwam became too filthy for an Indian even to endure, they could take it down and in a short time set it up in a clean place. The earth was the floor and, of course, was never swept. There was a fire in the middle of the place, and the family squatted around it in a circle. Yes, I said squatted, for there were no seats but the ground. In the summer a fire was built outside the wigwam a little way, but when the weather was warm they slept wherever they happened to be.

There were not to exceed a dozen families of white people on the river, the most of the men engaged about the mill. Our shopping had to be done in Chicago or Green Bay, so you can imagine not much of it was done. There were but two dry goods stores at Green Bay at that time, neither of them large.

(NOTE: Catherine Lyon was a daughter of A.F. Lyon who later married William Boswell, an early mail carrier. In a few respects her recollections differ from those of her younger brother, James F. Lyon. It is well to remember that hers were written in the prime of life, a little over forty years after coming to Menominee, while James F. Lyons' reminiscences were brought to mind eighty-seven years after his coming.)

REMINISCENCES

By Nicholas Gewehr (1904)

On the fourteenth of September, 1850, I landed on the shores of Menominee, coming here on the old propeller Jim Wood which was running between Chicago and Green Bay . . . We landed on the bay shore east of Main street near where Grand avenue (Quimby Ave.) now is. John Quimby, Sr. and family were living close by and north of Eveland Court and Main street, Mr. Andrew Eveland lived.

Both were fishermen and used seines, pound nets not being known at that time. The nearest fisherman south of Menominee was Levi Hale who lived about two miles south of the Peshtigo river. There were no other fishermen on the bay shore as far north as Cedar River.

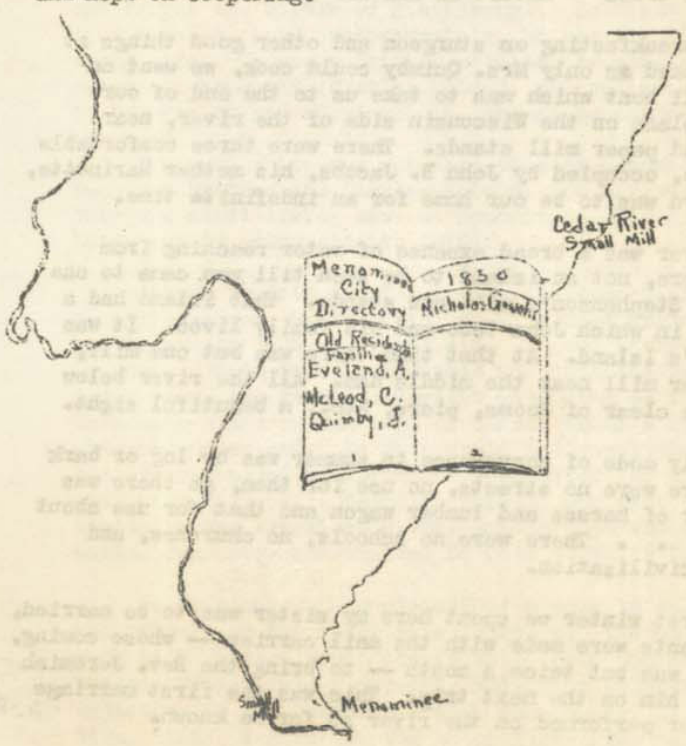
Charles McLeod's house was the first on the Michigan side near the river, above Tebo's island. There were no roads from the river to the McLeod home, only trails through the woods and swamps . . . at the foot of Ogden avenue . ... Eveland court . . . and south of Kirby street. All three of the trails came together near Ogden avenue and Broadway.

Even Main street (Sheridan Road) was not opened at that time. John B. Jacobs had a small store across the river from McLeod's and Mrs. Marinette and Dr. Hall also had houses built across the river in Wisconsin. Other than that I believe that section of the country was a bigger wilderness than Menominee . . .

I worked for John Quimby, the fisherman, and stayed with him until the spring of 1852 when I and Julius Heimbeck joined in partnership . . . we could not agree . . .. and I went back to Milwaukee . . . I returned a month afterwards, however, with the intention of finding work at Cedar River, and I did. I remained there until snow fell and then went with a lumber crew, remaining in a nearby camp through the winter . . . During the fore part of the spring I went to Racine to learn the cooperage trade and in the spring of 1854 I came back to Menominee to work for Mr. Quimby making fish barrels.

In 1854-55 I was in company with the Hackeman Brothers and between us we made 30,000 fish staves that season. These we brought to Birch Creek and sold at a good price.

I then built a new house and married Miss Katherine Cammann, a sister of Mrs. Henry Bade (of Birch Creek). In 1871 I found my strength failing me, so I gave up fishing and kept on coopering.



TRIP UP THE MENOMINEE RIVER IN THE FALL OF 1854

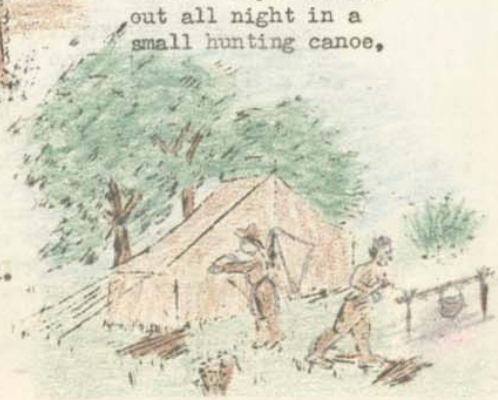
A Diary Account Written by Alanson F. Lyon, September, 1854

(Note: A. F. Lyon was the father of James F. Lyon whose reminiscences of Menominee in early days appear elsewhere in this book. He came to Menominee in 1852 and moved his family here in 1853.)

September 4th, Monday P.M. Left home with a boat I had prepared for the purpose. Provisioned it for two persons one month, myself and son. Concluded to try it without other help as we found it difficult to procure a suitable person for an assistant on the voyage. Landed the first night about a mile above the Chappee Rapids.

Tuesday, 5th. Pushed on leisurely and camped at night at the mouth of Little Cedar River, foot of Grand Rapids. A severe rain commenced about midnight and lasted until 9 A.M. Soon as we were up in the morning and before we had attempted to make fire, two Indians, father and son, landed by the side of our boat and came to the tent. They had been out all night in a small hunting canoe,

very heavily laden, as you may well believe, for besides themselves, they had guns and a small pack, an old female bear and two cubs. What! alive? you ask. Oh, no! they had killed them the day before and were hastening down the river with them not yet dressed. We gave them a good breakfast and they were very thankful for they had nothing with them to kindle a fire with or eat except the bear meat. They offered to dress the bear and give us some of the meat, which we declined. They started down the river as soon as they got through eating, and we up when it ceased raining.



Wednesday, 6th. Pushed on up the river and camped near J. Kittson's. I had forgotten to mention yesterday that we met Mr. Burt just below Twin Islands, a government surveyor on his way down. His men having got lame and disabled prevented his finishing what he wished to accomplish. He was after a hand or two and intended returning up the river.

Thursday, 7th. Kittson's Shanghai crossed with us in the morning. We cooked and ate our breakfast of duck which was very fine. Made our portage at Kittson's, partly before he was up, chatted with Kittsons a little while, and pushed on. Stopped at Decotos (near White Rapids) a short time. Got some potatoes and green corn, mush (musk) melon and watermelon to take along with us. A good many Indians were here and at Kittson's on their way down. We saw several canoes come through the rapids. Yellow Dog and his family and others. Jim Crow is here, and they say there are no more Indians above the river. They are all thus far on their way down. Pushed on and camped at Battise' old place (Note. Baptiste Primeau or Premo), head of White Rapids. DeCoto was very glad to see us and was anxious for us to stay with him. Said ought not to hurry on, that I was working too hard; but I promised to stop when I came down.

Friday, 8th. It commenced raining soon after midnight and rained hard and incessantly until late in the P.M. so that we kept in our tent all day.

Saturday, 9th. We pushed on up to Pemene Falls as we have a

portage to make, got our tent in order, and shall pass the Sabbath here.

Sunday, 10th. Rambled about the falls a little, but staid in the tent most of the day. The river is narrowed down to a few rods here between the two hard jagged points of rock through which it has worn or broken its way and rushed down with great violence, the rapids commencing some little way above the great pitch.

Monday, 11th. Made our portage and got started again at about 9 o'clock and was pushing on up when we saw a deer (the first we had seen) crossing the river some way above us. He landed near where he went out of the water and Morgan tried to get a shot at him, but the fellow was too wide awake for him. Got within a few rods when the deer saw him first and he was soon up and off. Got to P.P.W. made the portage and went on a little above the Grand Island, pitching our tent for night on the Wisconsin side on a Norway plain.

Tuesday, 12th. Started about 7 o'clock in the morning and made a push for Sturgeon Falls, which we reached about noon and the portage which is a steep rock perhaps 100 feet raise in 15 rods, the whole portage may be 60 rods as steep down one side as it is high up the other. This portage we made and were tired enough to camp without starting any further. Today we have seen three deer and Morgan has shot three times, once a very good chance but he got no venison which rather mortified him. He has got a duck for us now and then, however, which relishes well.

Wednesday, 13th. Got to foot of Sand Rapids about noon. Cannot see why this is called Sand Rapids for the bed of the river is a perfect bed of boulders without any regular channel going among them. The whole river is white with foam as far up as you can see it, say 80 or 100 rods. We took the portage trail and walked to the head of it about 1½ miles. At the head of the trail is a considerable fall. While looking about here we discovered a trail leading around this fall only and concluded that the Indians some times made a short portage only when they are on the descending route. I observed fresh barefoot tracks on this short trail and on our return to the foot of the rapids found an Indian and squaw had landed with their bark canoe which they had turned up in the sun to dry in order to mend a hole which they had broken in it coming through the rapids. We exchanged a little bread and pork with him for some dried venison and some potatoes. He soon mended his canoe and went on probably as far as the Sturgeon Falls that night.

On our way this morning we ran our boat up a small still run a few rods when we found a little lake of 50 or 60 acres. We soon discovered a fine deer feeding or rather standing in the grass at the margin of the water. I paddled the boat direct for him and he stood and looked at us carelessly as an ox until we were within 12 or 15 rods when he walked away. Morgan did not shoot at him. Wished to get a little nearer. We concluded not to make a long portage, but to camp here and examine for timber as far as Quinnesec on foot. We find on the island here that they have a camp and a tree marked with pencil Green Bay and Lake Superior RR Survey August 15, 1854. No names. Two leaves form a work in astrology pinned or pegged to a tree. The company, whoever they were, had evidently spent some days here, I presume timber hunters - their railroad story to the contrary notwithstanding.

Thursday, 14th. Took an all day tramp in the woods following township line T 39, R 29 - T 37, R 30 and on section line

starting ½ mile above our tent but coming to the river again some miles below. Got home tired as usual, cooked and ate our supper and laid down to rest.

MENOMINEE RIVER

Friday, 15th. Started for Quinnesec Falls and reached there about half past ten o'clock. The fall is a splendid one about 80 feet nearly perpendicular, the river is narrow and the water a perfect mass of foam and spray with rainbows in every direction. The place is well represented by the picture you have seen of it in the geological report. Returned to camp and got a late dinner and down the river to some timber we had observed yesterday a little more than a mile, pitched our tent where there had been a large lodge or rather two or three large lodges of Indians and a great deal of venison dried, made our bed, got plenty of wood, ate our pork and bread, and laid down that night for a good sleep.

Saturday, 16th. Examined the lots we came here for and find them good. While on this examination Morgan shot a duck and a partridge which will give us a fine relish for two meals. Got back to camp about noon. Ate a little and went down the river with boat near a mile to make preliminary observations on the Wisconsin side, traveling three or four miles among thick pine and hemlock woods. Found what we were anxious to find, a line and figures, returned to our boat and up to camp, cut wood for night. Ate a duck and laid down for Saturday night. Deer tracks fresh with well beaten trails in all directions while we were away from our boat today, there was a deer to it and tracked all around so that he must have been here some time. We have spent no time hunting or watching for them, but should much like to get one.

Sunday, 17th. A rainy morning. Got breakfast about 8 o'clock and shall probably lie in camp all day. Ceased raining about noon and we had a fine afternoon. Amused ourselves with whittling.

Monday, 18th. Broke camp and moved down the river a little. Left all in the boat and went on a line west on the Michigan side. Traveled until 5 P.M. when we got back to our boat and pitched our tent on the Wisconsin side and got things as comfortable as circumstances would permit. Today is the first that we have seen a deer in the woods. We ran upon him when he was asleep sure, for he could not have been more than 50 feet from me when he bounded up and was off. Morgan was not in a position to get a shot at him which he much regretted.

Tuesday, 19th. Examined timber and decided locations all day and came home satisfied with my day's work, at all events satisfied that I was very tired. A little shower just after noon has made the woods rather wet. We have killed no game since last Saturday and begin to want something fresh.

Wednesday, 20th. Soon after we were up in the morning we heard a flock of wild geese. Got our breakfast of pork, bread and coffee. Struck our tent and started for the mouth of the Sturgeon River. On our way down Morgan shot a duck which served us a good meal. At this point (mouth of Sturgeon River) we had match work to do and remaining here examining and locating for timber until Saturday. We saw several deer on our travels but none near enough to shoot. When looking for lines and timber, talking and thrashing along through the brush, the deer hear and see us before we do them for they have long ears and sharp eyes. We were hunting for

timber not deer, and have spent no time hunting game. I have not finished. Our vicinity at the mouth of the Sturgeon River keeps us well supplied with ducks. We have no music. Have but the roar of the falls above and below us and the constant chatter of the red squirrels of which the woods are full, generally you might sit at our tent and shoot as many as you please for they are saucy enough to come close to you. In one of our woods rambles Morgan saw a porcupine on top of a pine tree and tried a shot at him, but as we did not consider him worth the ammunition we left him and went on.

Saturday, 23rd. Broke our encampment and moved down below Sturgeon Falls. Made a portage which is the worst we have had to make in about two hours. This is the one I mentioned as being right up and right down, but coming downstream it is worse than up. Got camped about one or two o'clock but Morgan and myself felt more like resting than anything else so we laid about camp bringing as you see two Sundays together.

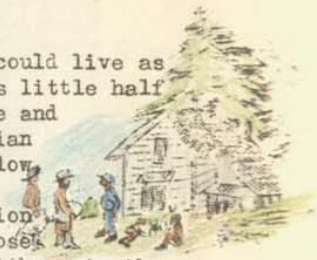
Sunday, 24th. Here below Sturgeon Falls we have a little addition to the music. The sturgeons often break the stillness with a heavy splash and plunge into the water and judging from the noise made in the night some of them must be very large. The river here is not very wide, but all the way between Sturgeon and Pemene Pan Wau Falls it is quite deep.

Monday, 25th. We feel quite fresh this morning and after breakfast started to finish our work about Sturgeon which we did to our satisfaction, and on.

Tuesday, 26th. Started down the river, made some observations along the river and made two portages, Pemene Pan Wau and Pemene, running our boat through all the rest of the rapids and camped at the lower end of the Pemene portage.

Wednesday, 27th. Pushed on down to DeCotos at the foot of the White Rapids. The river is very low and some of the rapids are quite rough but our boat works admirably downstream as well as up. We left our oars and irons on the first portage as we went up, but have had the use of them today and from this down shall find them very useful.

Thursday, 28th. Staid last night at DeCotos. You would hardly suppose that a white man could live as he does, but he seems happy enough with his little half naked boys. We got plenty of potatoes here and some venison of DeCotos and some of an Indian so that although our bread bag is getting low, we shall get along well for provisions to last as long as we wish. I forgot to mention yesterday that Morgan shot a fine white goose which I dressed last evening and have it with us in the boat. We do both wish that Mother had it home. What a fine meal it would make you. We have had an Indian passenger from White Rapids down to Kittson's, but he wasn't very sociable as he could neither speak nor understand English. Stopped a few minutes at Kittson's where we got our first news from home which we had since we left. We discovered very soon, when we came to the place yesterday that men had been up to drive logs but they were too late; about six days before we came up the men should have been here. Guess there is some trouble about logs at the mill by this time.



Business
1854

Pleasure
1940

Boating on the Menominee River

NOTE: THE LYONS

Alanson F. Lyon who wrote the foregoing account in 1854 died at Fort Howard, Wisconsin in 1891, at the age of almost 94. He was born while George Washington was president and lived through nearly a century of progress and turmoil in national life. His daughter, Mrs. Sue Lyon Douglas whose account of early schools appears elsewhere, lived well past the century mark, and James F. Lyon with many useful well-spent years behind him is still living in Menominee (1940) at the age of 97. He is, perhaps, Menominee's most highly regarded citizen, the last remaining Civil War veteran of Lyon Post No. 266, G.A.R., named for an older brother who lost his life in the war.

Each year James F. Lyon has given the Gettysburg Address on Memorial Day, standing with bared head near the monument on the G.A.R. plot in Riverside Cemetery. After a crippling fall he was unable to appear in person at the Memorial Day exercises in 1940, but at the request of the American Legion a recording was made, so his voice was still heard delivering Lincoln's deathless words.

TRAVEL BY WATER IN EARLY DAYS
By James F. Lyon, 1923

My father came here in 1852, how he got here I do not know but he came back to Pennsylvania in 1853 after his family then consisting of a wife, four girls and three boys of whom I was the youngest, a little less than ten years of age. We left our Pennsylvania home in June, 1853 via the N.Y. & E. Railway to Buffalo where we went on board the steamer Michigan and five days later were landed in the middle of the night on board the barque Churubusco lying on the anchorage outside. No boats could come into the river then, and the Michigan's captain knew so little of the west shore that after coming into Green Bay he followed the east shore until opposite Menominee and then ran straight across and after landing us went straight back across the bay before resuming his course. We used to call this the Pound because when we got here they found it exceedingly difficult to get away again.

We were supposed to get our mail twice per month, sometimes both mails came the same week, depending on the weather. The late Josiah Brooks was carrying the mail from Green Bay here, in the summer months, with a sail boat; from here to Marquette an Indian, David Kaquatosh, took it sometimes on foot and sometimes with a boat to some point on Little Bay de Noc and from there on foot in the winter, ponies or dogs or a man's back.

A little later John B. Jacobs, a son of Madam Farnsworth (Marinette) who was at that time an Indian trader, purchased the steamer "Queen City" and placed her on a regular run between here and Green Bay, one day up and the next day down. I cannot now remember what year that was but I think it must have been 1858 or 1859. From then on things improved. There was the "Fannie Fisk" put on the route by Joel S. Fisk of Green Bay on alternate days with the "Queen City". Then the railroad was completed to Green Bay and rail from Escanaba to Negaunee and a daily line of boats, the Saginaw came from Oconto, with a scow in tow, took the Oconto freight and the passengers to Oconto.

ANDRUS EVELAND - FIRST SETTLER IN DOWNTOWN MENOMINEE
Menominee Democrat 10/19/89

When Andrus Eveland came to the spot where Menominee now stands in September, 1843, there was not even a log shanty . . . It was a wilderness, but a paradise for sportsmen. Deer were plentiful and venison a staple article of diet. With gun and fishing rod the old settlers did not lack for food. At the time Mr. Eveland came here there were four settlers in the vicinity -- Charles McLeod, Samuel Farnsworth, John B. Jacobs and Mrs. Marinette Farnsworth after whom the city of Marinette was named.

Mr. Eveland built the first house in Menominee and cut the first roads through the woods. One road was over what was called the graveyard bluff. (NOTE: A large marker near Ogden Avenue marks Graveyard Bluff or Burying Ground Point, as it is usually called.) . . . Mr. Eveland assisted in building the first schoolhouse.

In the first winter of 1843-44 Mr. Eveland got out a cargo of shingles, shaved by hand, and shipped them to Richmond & Co. at Racine, Wisconsin. In succeeding winters he got out stock for Ball & Co., Menominee, who had a small lumber mill run by water power and manned mostly by Indians. In the summer season he engaged in fishing and purchased furs from the Indians.

In those days it was rather difficult to obtain provisions the nearest point of civilization being Green Bay through a nearly trackless forest. In the summer season the trip was made in bark canoes of rude construction and in winter by traveling on ice.

At one time Mr. Eveland followed fishing quite extensively, employing as many as 20 men. He was then in partnership with a man named Hanley, sheriff of the county.

Mr. Eveland, although of Yankee parentage, was born in Upper Canada in what is known as the London District. He was born in 1817 . . . In the year 1836 he came to Chicago and secured employment on the old steamer Chicago, plying between Chicago and St. Joseph.

He was married in Racine, Wisconsin in 1849 and has nine children, seven girls and two boys, all living. (NOTE: Some of his descendants still live in Menominee, 1940.)

WILLIAM G. BOSWELL - PIONEER
Menominee Democrat 5/4/89

As early as 1843 William G. Boswell visited this section of the country, coming here with Darius Clark. At that time Whitney and Gilbert of Green Bay had the contract to carry the mails between Green Bay and Copper Harbor, or Fort Wilkins, as the place was also called, a garrison of 500 men being stationed there. Mr. Boswell, then a young man of perhaps 24 years of age, was induced to accept a position of mail messenger and many were the vicissitudes and hardships which he encountered in the several years following, during which he performed this service. It required eight days to make the trip between this point and L'Anse, the path leading through a trackless forest and being shown by blazed trees which required the skill of a true woodsman to discover. There were no bridges over the streams that had to be crossed between Duck Creek and Fort Wilkins.

At that time Menominee consisted of a few primitive looking houses and fish shanties on the shore. Charles McLeod, Andrus Eveland and a few more of the early settlers were here and made a living by lumbering, fishing, and hunting.

Mr. Boswell was born in Haverhill, N.H. May 13, 1819 and came west in 1838 to Chicago, and soon afterward to Green Bay. In 1846 Mr. Boswell secured the contract to carry mail between Fort Howard, Wisconsin and Copper Harbor. The contract stipulated two trips a month during the winter. He performed this service for about nine years, during which time he met with many perilous adventures and remarkable escapes from death . . .

In 1847 he built a sawmill at L'Anse. In the year of 1853 Mr. Boswell made Menominee his headquarters, continuing carrying mail to June, 1854. In company with Eastern parties he built the New York mill at Menekaune, the first steam mill on the river. This was in 1854-55. About this time Mr. Boswell became interested in schools — and school ma'ams. He assisted in building the first schoolhouse in Menominee County . . . and later married a school teacher, Miss Kate B. Lyon, a daughter of A. F. Lyon. (NOTE: At the time of his death May 1, 1891 he had large real estate interests.)

MENOMINEE IN 1853 DESCRIBED BY JAMES F. LYON, 96

By Jean Worth

(NOTE: This article, written by Mr. Worth, incorporates the reminiscences of James F. Lyon eighty-seven years after he first came to Menominee. The whole story appeared in the special issue of the Menominee Herald Leader September 4, 1940. In mimeographing, some omissions have been made, chiefly for topics treated under other headings.)

In 1853 the S.S. Michigan, a wood-burning sidewheeler, was making round trips every two weeks between Buffalo and Green Bay, Wisconsin, with many way stops. On one of her trips that year the Michigan was boarded at Buffalo by Alanson F. Lyon of Bradford County, Pennsylvania, his wife, four daughters and three sons. Mr. Lyon was bound for Menominee in the new State of Michigan to run a water sawmill for Lemuel S. Ellsworth.

When Jim Lyon Was 9

The youngest of Mr. Lyon's sons was James F. Lyon, then 9 years old. This is an article about early Menominee as remembered by James F. Lyon . . .

There was no coal traffic on the Great Lakes in 1853. Steamboats used cordwood to stoke their boilers, as did the early railroad locomotives of that day. Wood was plentiful and cheap, but it was bulky and burned quicky, necessitating frequent stops for refueling, which retarded the voyage.

Sees King Strang

On that summer trip in 1853 the S.S. Michigan stopped at Cleveland, Toledo, Detroit, Port Huron , Lake Huron ports, Mackinac Island, and Beaver Island. The last named stop stands forth clearly in the memory of James Lyon, though it was 87 years ago and he was only a boy of 9. For on Beaver Island he saw "King" Strang the mystic leader of the Mormon colony which reared a community and a great tabernacle on the island. The Mormons on Beaver Island and the Irish on Mackinac Island were bitter enemies. Strang's colony collapsed after he was murdered by a sailor off a ship docked at the island. Beaver Island was a wooding station for early steamships and there the Michigan stopped for cordwood and there 9-year-old James Lyon saw fabled Strang, the Mormon king, remembered as a man bearded and roughly dressed.

From Beaver Island the Michigan went on across Lake Michigan, through Death's Door passage into Green Bay and across the bay. The vessel was off its regular run to deliver the Lyon family at Menominee. There was no dock at Menominee and the Menominee River was not navigable for steamboats so the Michigan debarked the Lyons with their household goods on the deck of a barque which was riding at anchor off the beach, loading lumber.

Not Prepossessing

From this sailing vessel the family was later carried ashore in the barque's yawl. Their first impressions of their home were not prepossessing. As they approached the shore they could see but two houses worthy of the name. About both of them there cluttered a collection of smaller dwellings, veritable shacks. One was the house of John Quimby, pioneer Menominee resident who "took in strangers." It stood on the present site of Hotel Menominee.

The Quimby home was a good sized frame house, sided and painted (an unusual elegance on the frontier of the day) with shaved-shingle roof. The home burned later and a larger hotel building was erected by Quimby. It was acquired by S. P. Saxton and then in turn by Samuel M. Stephenson, who razed it to make way for the S. M. Stephenson hotel (Hotel Menominee) which he

erected in impressive style in 1881. John Quimby was a commercial fisherman. His fish shanty stood on the beach behind his home. The homes of some of his workmen stood about his own along the trail that is now Sheridan Road. It followed the top of a sandy ridge along the beach. The bay was on one side and a bayou and marsh from the river on the other.

Farther north up the beach there stood the home of Andrus Eveland. He, too, was a commercial fisherman, and his fishing shanty stood by his house, on a site which is the approximate site of the M. & M. Brewing Company's office today. Eveland did not live on nearby Eveland Court, which was named for him.

Sawmill Settlement

To the west of the Quimby home was the water and rushes of the bayou. To the west of the Eveland home was a swamp forest of tamarack, cedar, and other evergreens. Along the present route of Ogden Avenue there was a trail that led up river. At its end there stood the colony which comprised most of the Menominee of 1853. It was cluttered about a water sawmill that stood over the Menominee River by a dam that stretched from the present site of Riverside Country Club links to an island in the river, and then on to the Wisconsin shore at a point where stands the Park Mill of the Southern Kraft Corporation in Marinette today.

It was not an impressive community. The mill dominated the buildings, which comprised ten or a dozen houses on high ground above the mill, a blacksmith shop and the other fixtures of the early sawmill settlements. The population of the community was more than half Irish and it was called Killgobin. The name is almost entirely forgotten now. It is not written in any of the early history books. It did not endure. But it was the name of the first real white settlement on the Menominee River --Killgobin. It was a nickname, of course, for the name Menominee dominated the region, although the early French missionaries had referred to the Menominee River as the St. Michael and so named an early mission on the Marinette bank.

No Paint On Buildings

Killgobin's houses were of frame construction. One large structure built to house three families was called "The Barracks." A two-story boarding house stood on the high bank near the mill and endured after most of the settlement was gone. There is no trace of Killgobin today. Some buildings had shaved shingle roofs and some had batten roofs. None was painted. In these houses lived the men who worked in the sawmill. It was a water mill of the undershot, current type. That means that the river current in passing under the mill building (built on piling driven into the river bed) turned paddle wheels set in the river. There was one of each of these wheels for each piece of machinery in the mill . . .

There were no lumberyards in connection with early water mills . . . The logs stayed in the river until the sawyers were ready for them. When they were sawed the sawdust fell into the stream, the slabs and edgings were tossed into the stream to float away and the green lumber was piled into rafts for floating downstream to the river's mouth and out into the bay for loading on vessels. No vessel could navigate upstream to the mill.

Third Mill On The River

Only white pine was sawed in the mill at Killgobin, clear white pine from virgin stands along the banks of the Menominee River. Already the saw and axe of the lumbermen had invaded the stands as far upriver as Grand Rapids where the M. & M. Light & Traction Company's hydro-electric generating plant was built later. The timber in the back country of the lower river basin was not exhausted for many years. That which was most accessible for river driving was cut first.

The water mill at Killgobin was the third sawmill on the Menominee River. The first was built in 1832 by William Farnsworth and Charles Brush . . . The second mill on the river was built at Twin Islands by Charles McLeod of Menominee,

whose home stood on the river near the present approach to the Erdlitz Street bridge . . . This mill was reported haunted by a headless ghost.

Hall Builds Mill

In 1843 Dr. John C. Hall and a man named Jerome . . . bought Charles Brush's interest in Farnsworth & Brush. The next year they bought Farnsworth's interest and built a new mill with six saws and a capacity of six million feet, a giant mill compared to the earlier mills of Farnsworth & Brush and McLeod. This was the mill around which grew up the little settlement named Killgobin. Along the river, folks called this mill the "stream mill" . . .

Mill Burns in 1856

In 1853 Ellsworth, Shepard & Douglas purchased the mill from Dr. Hall's creditors. This was the deal that brought Alanson F. Lyon to Menominee with his family in the summer of 1853. For he was hired by Lemuel S. Ellsworth, a Pennsylvanian, to run the mill. But Ellsworth, Shepard & Douglas became involved in debt, too, and in 1855 the property was assigned to Ludington & Fawes.

The assignees leased the mill to Streeter & Boswell, who operated it for a time. Thomas Jackson Streeter was a kinsman of "Old Hickory" and William G. Boswell held the first contract to carry the mail from Green Bay to Marquette. The Boswells are remembered in the names of Boswell street and school . The school was named for Mrs. Kate Lyon Boswell (a sister of James F. Lyon), who was the first woman to serve on the Menominee school board (1888) and the street was named for her husband, William G. Boswell.

While idle in the fall of 1856 the mill which Hall & Jerome had built in high hopes 11 years before burned to the water's edge. The pioneering era in lumbering on the Menominee River was over. Three water mills had been erected and all three had been failures. But the new era of the steam sawmill was at hand. The days of big mills and big profits was just ahead. But that is another era than the one of Menominee of 1853. The big mills were to change forever the appearance of that early village with a single water mill, two fisheries, an Indian population—a pokey little frontier town that might never have been more than a village were it not for the great white pine forests which stood in the basin of the Menominee River.

It was beautiful timber—rising higher than you could throw an axe before it branched out. And that meant clear, knotless lumber of highest quality. Lumber to build homes in the prairie states that were being opened to the plow and progress. Those pine forests changed the destiny of Menominee. They are all gone now. There is not a 40 acre stand of virgin pine in the whole breadth of the Upper Peninsula. But in their destruction fortunes were created and cities were built. Menominee was one of those cities.

The Mission House

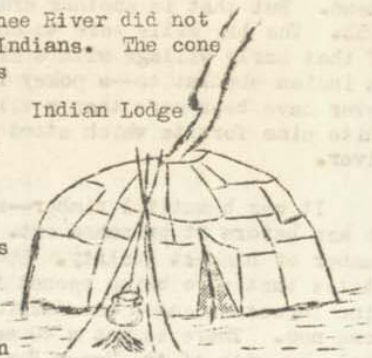
After his unhappy sawmill venture, Dr. Hall practiced medicine along the river for many years and Mrs. Hall taught school. It was a haphazard sort of school, as were all the early schools on the river. There wasn't much regularity to sessions or attendance and the curriculum was restricted to the available books and books were not plentiful.

Dr. Hall lived in the old Mission House in Marinette . . .

Three Houses in Marinette

Besides the Mission House on the Marinette bank of the river there were two other houses. They were those of "Queen" Marinette and of her son, John Jacobs. Both stood near the Mission House on Riverside Avenue between Hattie Street and the railroad tracks of today. John Jacobs' house was a trading post, a two story building, the lower floor of which was a boathouse where the Indians left their canoes before going upstairs to shop. These were the three houses in Marinette. There were no others in 1853, although there were scattered Indian wigwams.

The Indians who dwelt on the Menominee River did not live in teepees like the western plains Indians. The cone shaped Indian dwelling of poles and hides was unknown here. The Menominees built round bowl-shaped lodges of pole frames covered with hides or birch bark or mats woven of the long grasses that grew in the sloughlands along the river.


Indian Lodge

In 1853 the population on both sides of the river here was about 200. Of these about 150 were white people and 50 were Indians. Many Indians came and went, but there was a resident population of about only a half-hundred. They did not all dwell in one Indian village, but were scattered about. A favorite resort of the Indians was Burying Ground Point, which is at the foot of Bridge Street, once the approach of the middle bridge, now a paved street running from Ogden Avenue to a dead end at the river by John Reindl's home. There were a few tall Norway pines at Burying Ground Point and it was high ground. There the winds blew and there the squaws liked to gather to winnow the wild rice which they harvested in the river bottoms. There the rice tossed into the air fell on a blanket while the breeze carried the chaff away. Most of the Indians, however, lived on the Marinette side of the river near the dam at the water mill. The head man of the local Indians was away a good deal. It is not recorded that he was called "chief."

Queen Marinette

Best remembered of the Indians is "Queen" Marinette, for whom the City of Marinette was named. Her name was Marinette Chevalier and she never pretended to any status of Indian "royalty." Her tribe is not known. She was taken to Marinette from Mackinac Island by her first mate, an English Jew trader named John Jacobs, for whom their son was named. He was a representative of the Northwest Fur Company and he eventually returned to England. The community of Marinette was quite a city before anyone called her "Queen" Marinette. The honorary title may have derived from the name of her son's steamboat. John Jacob's "Queen City," a sidewheeler, was the first steamboat on the river. It ran from his trading post to Green Bay, making the trip down one day and back the next.

When Farnsworth and Brush came to the river, Marinette became the wife of Farnsworth and three children were born of the union. They were George P. Farnsworth, who later managed the United States Hotel at Green Bay, Joseph Farnsworth, and Jane Farnsworth, who wed George Dunette, a bookkeeper for the N. Ludington Company. Queen Marinette was quite elderly in 1853. Her second mate, John Farnsworth, was drowned when the Lady Elgin was wrecked off Waukegan in Lake Michigan in 1860. Queen Marinette probably had white blood but her features were Indian. Her brother, Bartholomew Chevalier, and his squaw lived in a wigwam in Marinette.

McLeod Indians' Friend

Charles McLeod's house on the Menominee bank of the river just below the present site of the Erdlitz Street bridge was a favorite rendezvous of the Indians. There was no regular Indian cemetery here in 1853, although the late Louis Kaquatosh reported there was one on the river island known today as Railroad Island in his youth about 1870.

In 1853 most Indian burials were made on the Marinette bank of the river along what is now Riverside Avenue. From Queen Marinette's home to the mouth of the river there was no other frame dwelling on the Marinette bank of the river, although there were occasional wigwams.

The river was navigable up to the first rapids, now site

of the No. 1 dam of the Southern Kraft Corporation here. The rapids were a favorite resort of the Indians at time of spawning runs of fish, particularly sturgeon, which swarmed into the river in thousands, huge fish that were speared by the Indians. They were so large one often made a load for a canoe. Sturgeon eggs were also prized by the Indians, who stripped the spawning fish of roe to make a sort of putrid caviar. It was often put in an old dugout canoe and there it fermented under the sun and rain, with the flies attracted in swarms. The Indians stirred this mess with a paddle and from it they ate. They were not fastidious about their eating and tainted meat was not spurned. James Lyon was told as a boy that an Indian would eat anything he could bite, and as a young fellow in a frontier sawmill town he came to believe it.

Indian Dress in 1853

The Menominee Indians were provided with a reservation at Keshena, Wisconsin, and most of them left the river here. Notable among those who stayed was Bernard Kaquatosh, who lived in a house when most of the local tribesmen were living in wigwams. Bernard was the father of the late Louis Kaquatosh, often mistakenly called Louis Bernard, the last of the Menominees in Menominee, who died here February 16, 1939.

Even in 1853 the Indians had forsaken most of their native habits of dress. The squaws wore shapeless store dresses for the most part and the bucks commonly wore a calico shirt and pair of leggings with a scalloped-edged welt along the side seam. They seldom wore hats, and feathers were often woven into their braided hair. Usually they were the feathers of the wild passenger pigeons which passed in such fabulous flights that they darkened the sky with their numbers, cutting off the sun for hours.

The Indians were fond of whisky, which was called "skutao-wabco," meaning "fire water" in the Menominee Indian tongue. The fire water of the day was corn whisky, brought in by sailing vessels and liberally watered. . . .

Jim Crow and Yellow Dog

Among the Indian "characters" here was a Menominee named Jim Crow by Dr. Hall, who saved his life, but not his sight, after a squaw had discharged a loaded musket in his face. There was no pellet in the rifle, but the powder burns seared the Indian's eyes, destroying his sight. It happened in a wigwam set up near the McLeod home and blind Jim Crow became known to all in Menominee. An Indian named Yellow Dog was another familiar character. He was a shiftless fellow with a fatal liking for skutao-waboo.

When the sawmill by the dam upriver was still struggling vainly for success that it never attained, there were two commercial fisheries on the bay shore that were thriving. They were Menominee's first successful industry and one that still endures, employing hundreds of men in the counties of Menominee and Marinette. The two fisheries here in 1853 were those of John Quimby, "who took in strangers," and Andrus Eveland. The method of fishing then employed is no longer familiar in these waters.

If used today it would not net enough fish to furnish a meal for a family . . .

Heavy Seine Catches

Quimby and Eveland used 80-rod seines that were pulled out into the bay by fish boats, then looped back to the shore to pocket the fish. When the free end of the seine was brought to short again both ends were fastened to capstans on the beach and the work of hauling in the seine began. When it was partly done the net lines were run ahead to capstans farther up on the beach to finish the haul. And what a haul it was. Whitefish and trout came tumbling into the shallows along the beach in the fold of the seine—hundreds of big fish. The little ones were spurned in those days, like small timber was spurned by the early loggers. Whitefish predominated in the catch of the beach fisheries here, but there were lake trout,

herring in season, and sturgeon. The sturgeon were left on the beach to rot by the Menominee fishermen of 1853 and for many years thereafter. They were not prized as food, although they are now rated the tastiest of lake fish and are protected from fishing.

Sturgeon

All Fish Salted

All the fish taken for market by the fisheries were salted for there was no fresh fish market transport in those days. The whitefish and trout were salted in half-barrels that were made of pine with black ash hoops in cooperage shops at the fisheries. One haul of a seine, James Lyon recalled, usually filled "a good many half-barrels" with dressed fish. The fish barrels piled up by the fish shanties until a boat called for them. In 1853 the boat was the schooner "Sea Lark" of Washington Harbor, Washington Island on the Door County archipelago. Her skipper was "King of the Islands" Gillespie, a man known at every point about Green Bay that had a fishery in 1853. The Sea Lark freighted the salt fish from Menominee's early fisheries to Milwaukee and Chicago.

After John Jacobs, the son of Queen Marinette, bought the steam paddle wheel vessel "Queen City" and operated it between Marinette and Green Bay, the Queen City freighted out much of the fish caught here. Both Eveland and Quimby seined fish at the back doors of their homes, hauling their long nets across a sandy beach that stretched from the river mouth to Poplar Point (now John Henes Park) without one interruption by a dock or wharf.

At the mouth of the river on the Menominee side there was a warehouse at which the supplies for the water mill upriver were stored after they were unloaded from schooners in the bay and before they were placed aboard boats to be poled upstream to the mill.

Sawmill Litter

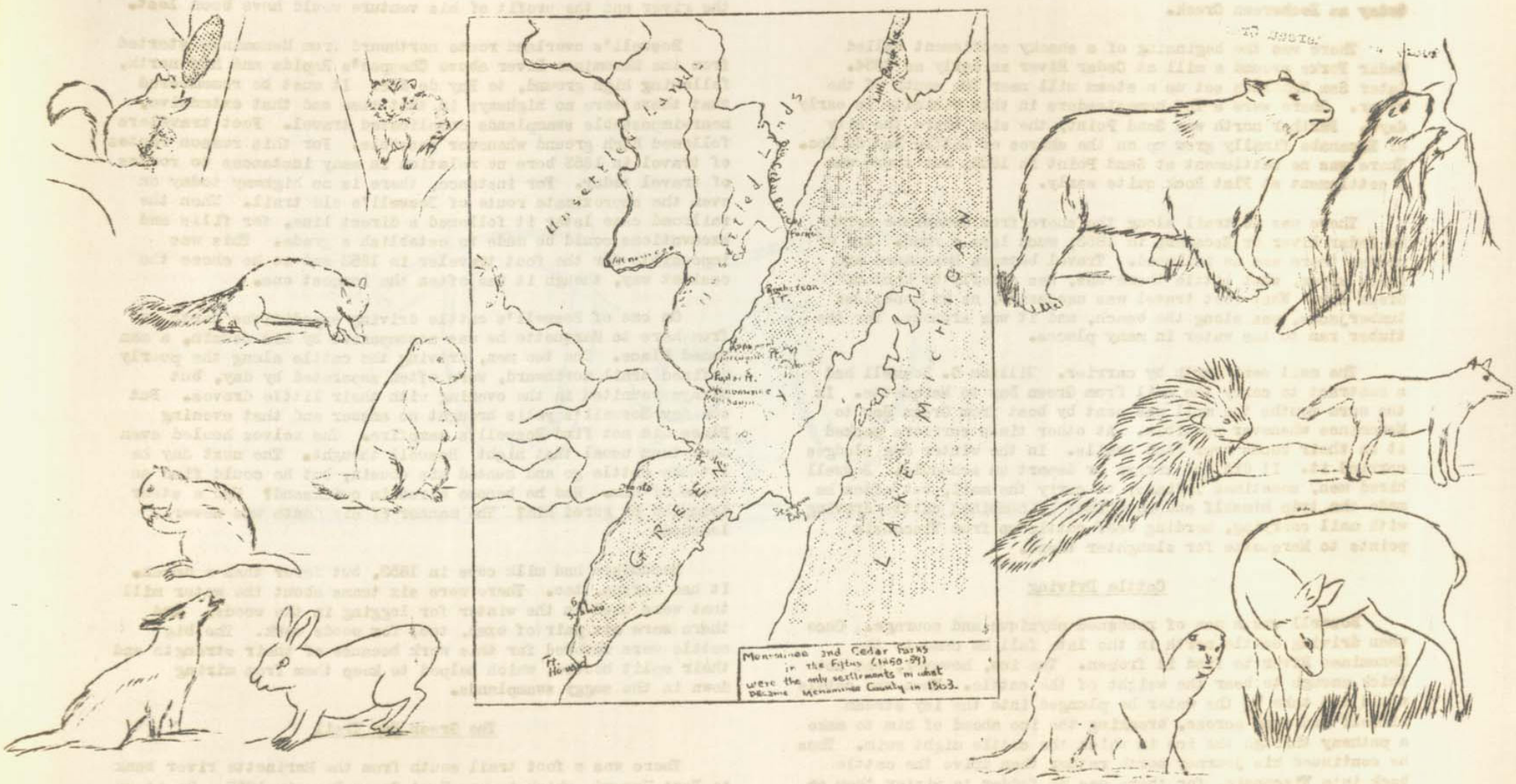
The sandy beach would have been as clean in 1853 as in Indian days, except that even at that early time the sawmill operations on the river were beginning to litter the beach. All the sawdust, edgings, spalts, thin slabs and other waste from the water mill was dumped into the river for disposal and much of it floated out of the river into the bay, where easterly winds piled it up on the beach. Oftentimes, too, lumber rafts poled down the river to waiting schooners were broken up by storms and scattered along the beach. This was particularly true before lumber-carrying schooners began to enter the river to take on their cargoes.

Much of the lumber washed up on the beach was salvaged by residents and from it many of the early homes here were constructed. It was a simple matter at one period to pick up enough lumber in the tangle of flotsam along the shore to build a house. Haulage was the only expense. There were so many cheap logs available that mill companies did not think it worth the effort to salvage the lumber which they lost in vessel loading operations in the bay during storms.

Points On Shore

Looking north from the river mouth in 1853 the first promontory was Poplar Point, now John Henes Park. Next to the north was Porcupine Point, a name no longer familiar here. This point was later called Juttner's Point when the Juttner farm was operated there, and it is now the property of Edward Daniell and is commonly called Daniell's Point. Next to the north was Monument Point, which was the point now occupied by the Royal Frontenac dance hall, or the next point north at the North Shore Golf Club. Most likely Monument Point was so named because in the survey of the bay surveyors built high pole towers which had a kind of windmill made of bright tin on them for use in triangulation. One of the towers was located on the point.

Beyond Monument Point to the north was Rochereau (Red Rock) Point. This was the farthest promontory visible from the river mouth here. It is the point south of Arthur Bay now commonly called Bailey's Point for Charles Bailey. His commercial fishery is located at the point. The creek which enters the bay in the county park south of the point is known


GREEN BAY
LAKE MICHIGAN
Menominee and Cedar Forks
in the Fifties (1850-59)
were the only settlements in what
became Menominee County in 1863.

tday as Bochereau Creek.

There was the beginning of a shacky settlement called Cedar Forks around a mill at Cedar River as early as 1854. Later Sam Hamilton set up a steam mill near the mouth of the river. There were a few homesteaders in this vicinity in early days. Farther north was Sand Point, the site where the city of Escanaba finally grew up on the shores of Little Bay de Noc. There was no settlement at Sand Point in 1853, but there was a settlement at Flat Rock quite early.

There was no trail along the shore from Menominee north to Cedar River or Escanaba in 1853, much less a road. And of course there was no railroad. Travel between Menominee and Cedar River, what little there was, was chiefly by boat on Green Bay. What foot travel was necessary, as by moneyless lumberjacks, was along the beach, and it was arduous, for the timber ran to the water in many places.

The mail went north by carrier. William G. Boswell had a contract to carry the mail from Green Bay to Marquette. In the warm months the mail was sent by boat from Green Bay to Menominee whenever possible. At other times carriers packed it on their backs over foot trails. In the winter dog sledges carried it. It did not arrive or depart on schedule. Boswell hired men, sometimes Indians, to carry the mail, but often he made the trip himself and sometimes he combined cattle driving with mail carrying, herding beef cattle up from Wisconsin points to Marquette for slaughter there.

Cattle Driving

Boswell was a man of renowned physique and courage. Once when driving cattle north in the late fall he came to the Menominee River to find it frozen. The ice, however, was not thick enough to bear the weight of the cattle. When the cattle would not take to the water he plunged into the icy stream himself and swam across, breaking the ice ahead of him to make a pathway through the ice in which the cattle might swim. Thus he continued his journey north rather than drive the cattle back into Wisconsin, for there was no fodder to winter them on the river and the profit of his venture would have been lost.

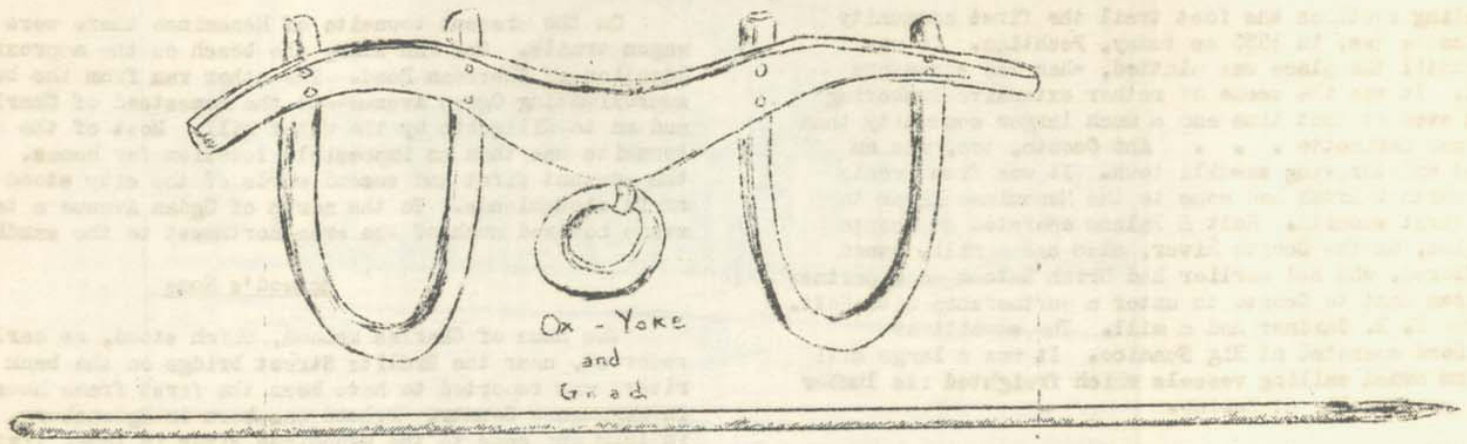
Boswell's overland route northward from Menominee started from the Menominee River above Chappee's Rapids and hit north, following high ground, to Bay de Noc. It must be remembered that there were no highways in that time and that extensive, near-impassable swamplands complicated travel. Foot travelers followed high ground whenever possible. For this reason routes of travel in 1853 bore no relation in many instances to routes of travel today. For instance, there is no highway today on even the approximate route of Boswell's old trail. When the railroad came later it followed a direct line, for fills and excavations could be made to establish a grade. This was impossible for the foot traveler in 1853 and so he chose the easiest way, though it was often the longest one.

On one of Boswell's cattle driving expeditions north from here to Marquette he was accompanied by his cousin, a man named Place. The two men, driving the cattle along the poorly defined trail northward, were often separated by day, but always reunited in the evening with their little droves. But one day Boswell's yells brought no answer and that evening Place did not find Boswell's campfire. The wolves howled even more than usual that night, Boswell thought. The next day he let his cattle go and hunted his cousin, but he could find no trace of him. Had he become mired in quicksand? Had a steer trampled or gored him? The manner of his death was never learned.

Menominee had milk cows in 1853, but fewer than a dozen. It had horses, too. There were six teams about the water mill that were used in the winter for logging in the woods. And there were six pair of oxen, too, for woods work. The big cattle were favored for this work because of their strength and their split hooves, which helped to keep them from miring down in the soggy swamplands.

The Green Bay Trail

There was a foot trail south from the Marinette river bank to Fort Howard, which is now West Green Bay, in 1853. On it an


Ox - Yoke
and
Goad

Indian named Grasdau acquired local fame by his feat of dog-trotting the entire distance in a day with a pouch of mail on his back. He was an Indian of moderate stature, but of great staying powers. His gait was easy and tireless. Early morning saw him in Fort Howard and night found him on the Menominee River. The distance is about 60 miles. If he made the trip in 10 hours, he averaged six miles an hour, a very brisk pace for a day-long journey. Four miles an hour is a good hiking pace.

Traveling south on the foot trail the first community below Marinette was, in 1853 as today, Peshtigo. It was Peshatico until the place was platted, when the surveyors changed it. It was the scene of rather extensive lumbering operations even at that time and a much larger community than Menominee and Marinette . . . And Oconto, too, was an established and thriving sawmill town. It was from Oconto that Farnsworth & Brush had come to the Menominee River to erect the first sawmill. Holt & Balcom operated an Oconto mill. Stiles, on the Oconto River, also had a mill, owned by Anson Eldred, who had earlier had Uriah Balcom as a partner before Balcom went to Oconto to enter a partnership with Holt. At Pensaukee F. B. Gardner had a mill. The sawmill of Tremble & Dowd operated at Big Suamico. It was a large mill and the firm owned sailing vessels which freighted its lumber to market, principally at Racine.

At Little Suamico John D. Gardner had a sawmill. Most of these mills between Green Bay and the Menominee River were steam mills. There were communities of varying size about each mill and between the communities ran a foot trail. But the commercial traffic of these early sawmill towns was water borne and they were pretty much isolated in the winter time before the coming of the railroad, except for the irregular mail service.

The Supply Road

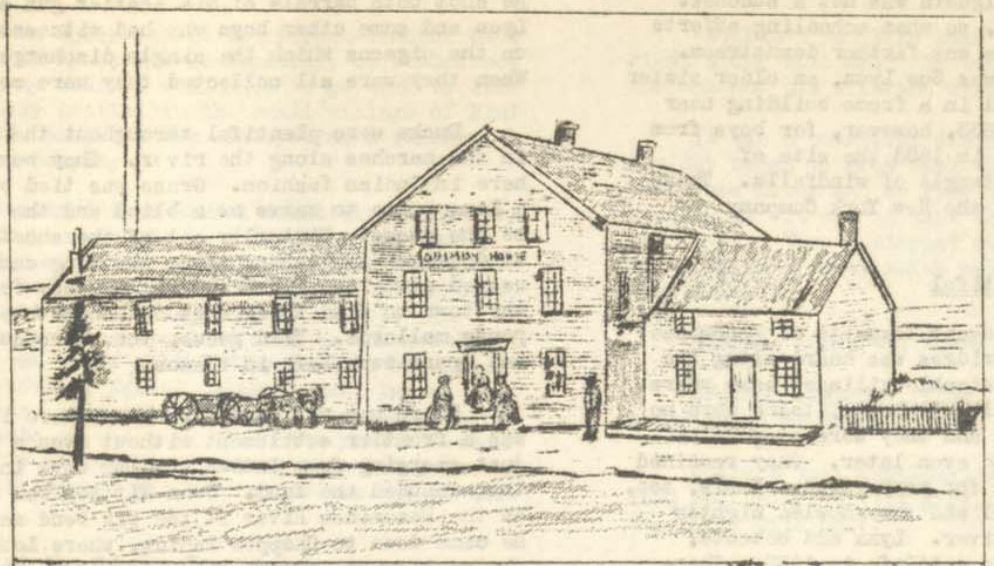
Going north out of Menominee was a road—if it could be so dignified—called the "Supply Road". It was a winter road, used by sleighs that hauled provisions to the camps along the Menominee River. The road meandered along the river, seeking the easiest way. It was impassable to wheel traffic for summer travel in 1853, but it was the first road out of Menominee. All logging at that time was quite close to the river, as timber exhaustion there had not forced cutting operations inland. The log needs of the water mills on the river up to this time were not large compared to requirements for the steam mills that were to follow. Cuttings, however, were reported as far up river as Grand Rapids.

On the present townsite of Menominee there were only two wagon trails. One ran along the beach on the approximate location of Sheridan Road. The other ran from the beach west—approximating Ogden Avenue—to the homestead of Charles McLeod and on to Killgobin by the water mill. Most of the present townsite was then an impossible location for homes. Much of the present first and second wards of the city stood under water or in sloughlands. To the north of Ogden Avenue a tamarack swamp covered much of the area northwest to the sandhills.

McLeod's Home

The home of Charles McLeod, which stood, as earlier reported, near the Erdlitz Street bridge on the bank of the river, was reported to have been the first frame house built in Menominee County. McLeod was born in Ogdensburg, New York in 1812 and came to the Menominee River in 1832, living here until his death in 1893 except for his residence at Twin Islands during his unsuccessful attempt to start a sawmill there in 1841. McLeod married Elizabeth Jacobs, a daughter of Queen Marinette and John B. Jacobs, her first husband. McLeod owned the greater part of what became known later as Frenchtown, in West Menominee and at his death was owner of much river front land here.

There was no church in Menominee in 1853 nor was there any school. The first school on the Menominee River was conducted by a man named Oscar Bartholomew in the blacksmith shop at the water mill for the children of the mill settlement in the winter of 1853-54. Parents of the children paid the teacher and not more than a score attended. The smithy was roofed



In 1845 John Quimby came to Menominee where some of his descendants still live. He was a commercial fisherman and operated a boarding house. When the Lyons came he "took in strangers" at his home in the block where the Menominee Hotel now stands. In 1859 the home burned, and he began building the hotel shown above, which he sold to S.P. Saxton in 1864. "John Quimby was . . . either a warm friend or a good hater . . . yet he was so kindhearted that if he saw an enemy suffering and in want he would be the first to assist."

with slabs and of haphazard construction so that mighty stoking of the stove was necessary to keep the place warm. There, by the forge, Bartholomew taught Menominee's first school class its three "Rs". The school at Killgobin was not a success. Neither was the community, however, so when schooling efforts were resumed on the river the scene was farther downstream. One of the earliest teachers here was Sue Lyon, an older sister of James F. Lyon, who taught school in a frame building near the McLeod home. This was after 1853, however, for boys from Menekaune went to Sue's school and in 1853 the site of Menekaune was a tamarack swamp, a tangle of windfalls. There was not one habitation there until the New York Company founded its sawmill.

Wildlife Plentiful

Wildlife was common on the present townsite of Menominee in 1853. The drumming of the partridges was heard along the river until Menominee was quite a sizable village, some years after 1853. Rabbits were plentiful--all hares, there were no cottontails. Deer were plentiful, and they were seen in gardens on Ogden Avenue in 1855 and even later. They remained plentiful in the immediate outland for many years. Bears, too, were common. Wolves were plentiful and they howled nightly as near as Four Mile Camp up the river. Lynx and bobcats, mink, marten, and otter were common wildlife in 1853. There were no raccoon or coyotes. Muskrats teemed in the marshes along the river.

Wild pigeons were present in numbers that pass the comprehension of a later age. In migratory flight they darkened the sky in their passage. Blueberries were a favored food of the pigeons and they ate the berries until their flesh was stained an indigo hue. "But we liked them all the better that way," recalled James Lyon. Menominee was not a roosting ground for the huge flocks of pigeons, which commonly broke branches off of trees by weight of their numbers when they descended to roost. But even the smaller flocks of pigeons which passed here made the birds very prevalent. A story from the time will illustrate:

John Quimby stepped out of the back door of his home on the beach one day when a flock of pigeons was passing over the building. The birds were thick in flight and not high. He shot both barrels of his scatter gun at once. Then James Lyon and some other boys who had witnessed the shot gathered up the pigeons which the single discharge had brought down. When they were all collected they were counted. There were 42.

Ducks were plentiful throughout the open water months in the marshes along the river. They were hunted by the whites here in Indian fashion. Grass was tied over the front end of a long canoe to serve as a blind and the boat was paddled up to the ducks. Virtually all of the shooting was pot shooting at ducks on the water. Wing shooting came later. The ducks nested along the river and it was easy for the small boys of the town to find their eggs and to catch and domesticate the young mallards. Wild geese, too, were quite plentiful. Swans and brant were here in season.

There was no local government here in 1853. Menominee was a frontier settlement without even a post-office. It was just emerging from Indian trading days into the sawmill era that denuded the land. John Kittson was running a trading post on the Menominee River at the big bend near Wausaukee. Later he came down to Chappee Rapids, where Louis Chappieu, for whom the rapids were named, had conducted a trading post until his death in 1852.

In 1853 there was not a brick building at Green Bay or Fort Howard, much less one on the Menominee River.

This was Menominee in 1853, a little sawmill settlement up the river, a couple fisheries on the beach, lumber rafts floating down the river while flocks of wild ducks wheeled overhead; Menominee Indians in birch bark canoes on the river, sailing vessels riding at anchor in the bay while loading lumber, the ring of axes as men cleared away the timber, mostly scrubby, to make gardens and build homes. This was Menominee. It gave no promise in 1853 of the great changes that were to be effected so quickly with the coming of the steam saws.

MY TEN YEAR OLD EXPERIENCE

By Caroline Lehmann Quimby, Menominee, Michigan

I have been asked to speak before the Parent-Teacher Club this afternoon on some of my early recollections of Menominee, but before I can begin my story I will have to go back to 1857 when my father and family settled in the small village of Flat Rock, 60 miles north of here. He was employed as a blacksmith by the Nelson-Ludington Company.

Of course you understand that school facilities were very poor so that when in the summer of '61 a friend of my family from Menominee persuaded my father to have me go to Menominee and stay with his wife and child and go to school, I was overjoyed at the very thought that I was to go to school. In September of that year my father took me down to the mouth of the Escanaba River to the place called "Hay Sheds", but which today is the thriving town of Wells. A small yawl lay at the dock which provided means of getting out to the steamer which lay anchored at the mouth of the river. In the yawl the day I left there was a party of gentlemen, among them being Ex-Governor Ludington of Milwaukee who held me on his lap on the way to the boat.

The boat was called the "Sarah Van Epps." To my wondering eyes she looked beautiful with her glistening white paint and when I got aboard I just walked from one end to the other admiring the beautifully kept saloons and the upholstered furniture. It seemed like a bit of heaven. Two personages on the boat that day were William Boswell and Miss Sue Lyon who later became Mrs. Susan Douglas, whom some of the older people will recall. As the time for dinner drew near I watched the people flocking into the dining room but as I had no money I did not know if I was expected to go in to dinner or not so I sat perfectly quiet in a chair.

After dinner was over a tall, very fine looking gentleman came through the room where I sat and said, "Well, little girl, where are you going?"

"I am going to Menominee, sir."

He said, "Haven't you had any dinner?"

"No, sir," I answered.

"Wouldn't you like some dinner?" he asked. "You just come right along with me." He took me into the dining room and told the man and his wife who were cooking to wait on me.

It was a bountiful dinner and I enjoyed it very much. As the day began to grow dusk the boat lay at the mouth of the Menominee River and we were taken in the yawl to the dock at Menekaune. It was at that time the largest of three towns on the river. When I stepped out on the dock I followed the crowd up to White's Hotel which was quite an imposing structure at that time.

Someone said, "Is there anyone here going to Menominee?"

Someone answered, "Yes, there is a little girl here that wants to go to Menominee."

Quite a tall gentleman approached me with a mailbag in his hand and said, "Little girl, I'll take you over if you come to the ferry with me."

We retraced our steps back to the dock and to the ferry. The gentleman, by the way, was N. R. Soules. He was a clerk at the Quimby Hotel or tavern and he also took care of the mail.

I can scarcely give you an idea of how beautiful the river was then, so wide, altogether different from what it is today. There was no middle ground at all except for a few sunken piers about where the Sawyer-Goodman log slip is today.

My first impression of Menominee when I stepped off the ferry is something I shall always remember. The ferry landed at the foot of what is now the bridge at a little dock built out into the water. We walked up what was then called Main Street, now Sheridan Road. It was nothing but a dirt road, trees growing up on either side, brush and small pine trees.

There were about sixteen houses on Main Street and one mill which was called Strauss Mill but was later the Ramsey & Jones Mill. Main Street ended at what is now Eveland Court.

I arrived at my destination that evening very glad to be with friends. Of course my dream of going to school was ever with me. The schoolhouse at that time was a small wooden building of one room at the rear of what is now the National Hotel block. The house that I lived in stood right where the National Hotel is now. But I was fated never to enter the school door. They appeared to have had other plans for me and I was required to take care of the baby, wash dishes and run errands and made a perfect little servant, doing work which I had never been accustomed to do at home. I expected to have to run errands but the errands those days were not like those of the present time. To go to the store meant to go away over to Kirby-Carpenter Store where the Sugar Beet Company plant is now, carrying the heavy baskets of provisions and running errands up the beach as far as Eveland Court to get fish which was very plentiful then.

I was a very homesick child and sometimes sat grieving all night to go home. Finally in my desperation I decided I would write to father to have him come and get me. But I had to ask the lady for a postage stamp and of course she asked me what I wanted it for and said she would take care of the letter. When she saw what I had written she gave me a terrible whipping.

Finally in the latter part of January I became sick and someone evidently felt that it was their Christian duty to write to my family and tell them how I was situated.

One evening, just at dusk, who walked in but my father. He had made the journey on foot on the beach to come to Menominee. How delighted I was to see him, I even crept into bed with him that night. He made arrangements for me to be sent home as soon as they could so that in February I was to go home with the man who carried the mail.

The mail was carried between Menominee and Flat Rock by Sam Hayward. The day I was to go, for some unknown reason, Hayward could not make the trip so he hired a man by the name of Boardman, a Californian, to go in his place. He had never been farther north than Menominee and was totally inexperienced about the route but of course Hayward had explained to him as well as he could the different stopping places and thought that would be all that was necessary.

One bright sunny morning, bitter cold, I got on the little mail sleigh consisting of a small "pung" and a small Indian pony. I was not properly clad for such a journey on the ice. Our first stopping place was at the G. R. Brooks tavern, twenty-two miles from Menominee. I was nearly frozen when we got there. They helped me out of the sleigh into the house and got me seated in a big rocker near the hot stove. Mr. Brooks' mother, more familiarly known as Grandma Brooks who made her home with them, came and asked me where I was from and wanted to know all about me. She took off my little old-fashioned Prunella gaiters. She placed some bricks in the oven to heat for my feet and took me into the bedroom and slipped on some heavy underwear that belonged to her son. After she put my shoes on she slipped on some heavy stockings over my shoes. I shall always remember her with gratitude.

At dusk we reached Cedar River which was our first stop for the night. At that time my father was working at Cedar River for the Underwood people and he was there to meet me when we came in and took me to the boarding house where he was staying. It was kept by S. P. Saxton, who afterwards bought the Quimby Hotel in Menominee.

That night I was put into the spare room off of Mrs. Saxton's parlor and as I had been frozen nearly all day I nearly completed the job that night. In the morning she called me before it was light and said, "Little girl, you can bring your clothes out here in the sitting-room and dress by the fire." How grateful I was!

I completed my toilet and had my breakfast. The cook and his wife were Swiss people by the name of Luttie. They had as cookee and dishwasher Amos Lemere, who afterwards became Chief of Police of Menominee. When I left they gave me four cookies, two sugar and two molasses, made as large as saucers. These were given to me for a lunch for which I was very grateful.

When I stepped out into the yard to get on the sleigh it was snowing and it was quite dusky but the man said, "Oh, I think we can make it all right."

He bundled me up with the buffalo robe and we started off on the ice. But after we got out on the ice we found that it was storming very, very badly and it kept increasing, snowing and blowing with great violence. We were bewildered, we did not know where we were. Every little while. The man would say, "Little girl, are you all right?" and several times he said, "Drink this" and placed a jug to my mouth. I was so drowsy I did not know what he gave me but I suppose it was liquor. He would say, "I do not know where we are. I think this must be Derling's fishery, I am going to leave some stuff here in the shanty. The pony is tired out and can hardly go any farther."

We drove on until five o'clock and the storm abated. But, oh, so cold it turned! So bitter cold after that dreadful fall of snow! He said, "I believe I will try and see if there isn't a road on the beach." Finally we did see a place and got out on the shore and went a little farther. We came to a small hill and the pony refused to go any farther.

He said, "Little girl, do you think you could stand up if I lift you out? I will try to get the sled up the hill."

He lifted me out and piled the mail and things out on the snow and dragged the empty sled up the hill, then led the pony up and reloaded his sled. We travelled on the little narrow road. The moon came out bright and clear, and as I lay with my head resting back I could see the moon shining through the trees overhead with their interlacing boughs. Many times I said, "Aren't we nearly home?"

"We will be home pretty soon, little girl."

After a while he noticed a bit of a shingle nailed to the side of a tree and he said, "I believe there are people living here because that is one sign of habitation. I think I'll holler."

He gave the Indian yell and finally got an answer back.

He said, "Now do you suppose you could walk out toward the beach and I'll lead the pony?" He covered the sled with the buffalo robe, leading the pony, and I following behind over stumps, windfalls and brush waist-deep until we came out on the beach. There was a low one-story building and it was occupied by an Indian named Bertrand, his wife and daughter and another Indian. This was at Bark River. They came out to meet us and helped me into the house. I was about all in.

They had a large fireplace, and the two squaws got me into a big rocking chair and drew off my shoes and clothes and tried to get me thawed out.

Mr. Boardman said, "We are nearly starved. We would like something to eat."

"All we have is sturgeon and hemlock tea," they said.

He said, "Well, I can drink hemlock tea because I had it in California."

But I could not drink it, so I nibbled at a little sturgeon.

In the meantime the man came to me and said, "I have to send those two Indians out to get the mail bags to bring them in for fear the wolves will get at them. I believe I'll have them bring that jug in because if they find it they will drink it anyway."

In a little while we heard them. They had already sampled the liquor by their screaming and noise, so as soon as they were in the shanty they wanted to start in making the hot stuff. So Angeline and the mother started making the hot stuff. They began dancing after they had a few rounds with the liquor. The old man Bertrand became boisterous and began to walk up the floor and swear and curse the name of Quimby. Little did I dream that some day my name would be Quimby.

Finally the man said, "You will have to find some place for this little girl to sleep for she is all tired out."

They had like two little alcoves in one room which was their bedroom. They had patchwork pillows and covers on the bed. They looked very comfortable. The man whispered to me, "Now, little girl, if I were you I would not take off all my clothes, just loosen them a little because the Indians are so drunk we do not know what they are liable to do."

So I just took off my shoes and took off my hoop skirt and crept into bed. I was dead to the world as soon as I struck it.

I awoke with a terrible start to find myself hanging to the edge of the door and Bertrand had grabbed one of my arms and was shaking me, calling "Angeline, Angeline, come and dance." He must have thought it was his daughter because I was occupying her bed. Boardman made one leap down the ladder and grabbed Bertrand and threw him against the side of the wall with great force so that the house shook.

He said, "Little girl, you go and lie down and I will see that he does not disturb you any more."

So the poor man who had travelled all day in the deep snow sat and watched till morning. In the morning he got the pony and sled through the woods and brought it on the shore and got ready to load it up. He told me to get ready but I could not find all of my clothes. I had a little velvet cap trimmed with ribbon and my hoop skirt that I could not find.

The man said, "I will not leave this house until you give this little girl what belongs to her."

They found the skirt between the tick and cords of the bed. My hat and other things they found in boxes and at last I was ready to go.

We travelled till one o'clock that day until we reached Ford River where we stopped at the boarding house and had some dinner. There I met an old gentleman who had been bookkeeper at Flat Rock who was very kind to me. I had my dinner and got warm.

We travelled until eight o'clock that night until we reached the village of Flat Rock. How glad I was at last to be home again, because home is home to children as well as to grown-ups!

About two years after this experience Mr. Boardman met my father and he said, "Mr. Lehmann, how is that little daughter of yours who took that terrible trip with me to Flat Rock?"

And father answered, "Oh, she is all right, she is doing fine."

"Well, I want to tell you that she was a little heroine and never murmured nor made one complaint through that terrible storm. She was a courageous girl."

When I think of the meager advantages I had as a child and see these beautiful buildings and all the modern equipment and remember my mentally starved childhood, how grateful we ought to be that we live in this day and age.

Other Reminiscences of Caroline Lehmann Quimby

When I came here everything from Kirby Street over to Parmenter Street was water. It was just a slough, filled with wire grass, cattails, willows and the like. The fishermen used to bring their boats up the Menominee River and into this slough, because they did not think they would be safe in the river if a heavy storm should come up. My earliest recollections of Menominee include a boat called the Black Warrior lying partly sunken at the foot of what is now Guy Street. Where the Washington school now stands was a piece of high ground, but corduroy roads were built through this slough so that people could get from place to place. One corduroy road was built on Quimby Avenue in front of the old Gage place. The lumber that was used to build the S. W. Abbott

house, now the Wolcott Studio, was brought up this slough to Menominee in pound net boats. The year I came here (1861) there was great excitement over the killing of a bear in the woods near this building in which we are tonight assembled. The alarm was given that there was a bear prowling about and a man by the name of Peter Beans shot at it three times with his gun, but another man by the name of Pelete killed the animal with a shovel. There was a dispute as to who killed it, Beans claiming that his gun killed it, but when it was skinned no bullet holes were found in the bear and Pelete got the skin.

This slough was finally filled up with edgings and sawdust from the Kirby-Carpenter Company during the early seventies. The first macadam that Main Street had was slabs and sawdust, the sum of $1,500 being paid to the Kirby-Carpenter Company for this slabbing and sawdust, that filled Main Street over as far as Ogden Avenue.

The fish caught in the early days of Menominee included sturgeon, herring, dory, whitefish, trout, and also the so-called coarse fish. The early settlers here caught loads and loads of herring but never dressed them. They took boat-loads of them out and dumped them. Whitefish at that time was worth nine to ten dollars and sturgeon, which is almost extinct now, was caught in the nets by the hundreds but was left to rot. There was a fortune to be made in those fish if we had only known it, for sturgeon is now 19 or 20 cents a pound. The fish buyers from around Green Bay and that vicinity would come to Menominee in their boats and buy from the local fishermen. The fish were packed in barrels made by Nicholas Gewehr and Sam Abbott, who each had a cooperage. Fishing was done with nets, the same as in the present day, some of the fishermen sending outside for their nets while others made their own nets by knitting them. In the winter time fishing was done through the ice just as it is now.

In the year of 1879 John and Edwin Quimby set their nets under the ice and as they thought the ice was going out, started across the bay to get their nets. The ice broke while they were gone, but they saved themselves by remaining that night at Green Island. During the night the ice again formed and the next morning they skated back with their fish and nets on their backs. The women folks watched all night for their return in a building on the former National Hotel site.

Menominee has grown from a sawdust village to a city of over 10,000 people, all in my time, the sturdy pioneer turns over to the younger generation the fish we didn't take during our time, but I guess the present day fish are used to the ways of the flapper and it will not be so easy to hook them.

MENOMINEE -ITS EARLY BUSINESS CENTER -FRENCHTOWN AND FINNTOWN

Reminiscences of Mary Lehmann Bemus, written in 1923

(1863 when the Lehmann family moved to Menominee)

Starting at the old dam or about the present site of the golf grounds, there still stood the ruins of the old Dr. Hall water mill and boarding house. The house was in good condition as families still lived there. A little east of there stood the residence of Charlie McLeod and one could always see a group of Indians lounging about. Charlie McLeod kept boats to ferry anyone across the river as there were no bridges then. Coming east along what is now Stephenson Avenue was the first schoolhouse situated in the corner of the ground now the site of the Agricultural School. (Note: Later Jordan College)

The next point of interest is burying ground point. The high land on Bridge street was used as a burying ground by the Indians which were not moved till the present cemetery was in use. The swamp surrounding that point of ground was a cranberry marsh where I have picked a good many quarts of berries, but not even vines remain there now. I wonder if any of the old settlers know that one of the original log houses is still standing in the old Leon Cota block, formerly Leon Cota's saloon, and boarding house on the corner of Ogden Avenue and Bellevue. The original log house is covered by a structure of frame building but going into the back rooms one can readily see the old log house.

Coming east on what is now Ogden Avenue the first house is that of Captain Lyon, the house with its two wings west of St. Ann's school. While standing on the bank of the river at that place I have watched the squaws gather their winter's supply of wild rice. Two squaws in a canoe one in the back paddling while the other in the bow with a board fixed in front of her with two sticks, bend the sheaves of rice and proceed to thrash it out. The Indian name for wild rice is Menominee and is spoken of in Longfellow's Hiawatha where the Indians at that time came to gather wild rice.

L. T. Freland owned the next house on the lot east of the French Catholic Church only recently torn down. We got our water supply from a barrel sunk at the foot of the hill where I used to watch the water bubble up as there is a natural spring there, and it was easier for women to carry water up the hill than for men to dig a deep well.

This was about the boundary line of what was commonly known as Frenchtown and Downtown, the reason of the name was that after passing the old water mill and its interests the residents were mostly French and Indians. They settled around where Leon Cota's boarding house stood.

The next point of interest is the mill of the Kirby-Carpenter Company, store and boarding house which was located on what was commonly called the Island, where now stands the Sugar Company plant or thereabouts. Next was the ferry kept by Bob O'Neil, a row boat or sail boat for passengers and a scow for horses, cattle and wagons, at the foot of what is now Main Street. The ridge where now stands the residences of Mr. Lloyd, Mrs. Jennings and on down Main Street was the famous pigeon roost, it being all scrub pine at the time when I came here. The birds had been so disturbed that only a few roosted there and in a year or so later none were ever seen.

There were only two houses from the ferry until you came to what was known as the Quimby House. A more hospitable place was never known as the fame of the good things to eat had spread both north and south and, when a New Year's or any other holiday party was given by its owner, John Quimby, you could count among its guests people from Peshtigo, Oconto, and Green Bay. It was located between Hotel Menominee and the Lumberman's Bank.

Next was the Simon Strauss mill and store on what is now Jones Park. The next was the residence of Joseph Juttner, standing where the National Hotel stands and later moved a little farther north and for years used as a tailor shop by Mr. Ammermann. Across the street still stands the Samuel Abbott residence, now the Wolcott Studio. Going down to Kirby Street was a swamp stretching over and beyond what is now the Northwestern depot and down to the island of the Kirby-Carpenter Mills you could go in a boat in the spring and as wild rice grew there, wild ducks were plentiful and many a man took his gun and shot a duck for dinner before going to his work in the morning. Blueberries grew at the edge of the swamp and cranberries in the knolls.

Ogden Avenue was only a path running from where the Lutheran Church stands, leading through the woods till it zigzagged back and forth to keep on the high ground till you came out at the present Methodist Church, causing the extra width of Ogden Avenue at that part of the street when the road was finally cut through in 1867. I well remember the old path, for while coming from the L. T. Freland home one evening, while a party of French people gathered there, I was the only one living on what is now Main Street, I went down the old trail. In the morning Mr. Perry came to our house to see if I had been frightened. I said that it was not nice of the boys to try to frighten me. He said it was none of the boys but that a large lynx had followed me. He could easily be tracked because of a light fall of snow in the evening.

Where the library now stands was the residence of Judge Ingalls and where the Spies Block now stands was for years the blacksmith shop and wheelwright shop of William Lehmann. Where now stands the First National Bank was the residence of Nicholas Gewehr and on the site of the Water Works were his fisheries.

Coming north up Main Street there were only five houses, the first where now stands the residence of Mrs. B. T. Phillips, the next a shanty, the next one still stands, is the residence

of Mr. Morris, then the August Siemann block across the street, and where now the Riley-Hinker store stands was the Andrus Eveland residence, square across the street of what is now Main Street. That is as far as the town went. A little later a sawmill was built on the vacant lot where Mr. Eveland had his fisheries, south of Riley & Hinker. Then in 1873-4 there was an iron furnace built on the bay shore where now stands the Wells Lumber Company plant. It was in operation for about ten years and employed a large force of men when it went out of existence.

Finntown, a great many suppose derived its name from the Finlanders living there, but such is not the case as one Dominick Finn from Menekaune built a saloon and boarding house on the corner of Broadway and Martha Avenue to accommodate the men working at the furnace; other houses being built, it naturally drifted into the name of Finntown.

In 1871-2 the first railroad was built and the depot was located where now stands the plant known as the Ford Sales and Service plant. Later the depot was moved to its present site. The early industries were lumbering and fishing and Menominee was at one time the largest lumber shipping port in the world. There were at one time twenty-eight sawmills in operation on both sides of the Menominee River.

THE FIRST COMMUNITY CHRISTMAS TREE IN MENOMINEE, 1865

Reminiscences of Pauline Lehmann Cordes, 1923

Sitting one evening over our knitting in the Fall of 1865 talking with Mrs. Louis Vanderlip, the talk drifted to the approaching holidays and Mrs. Vanderlip began telling about the Christmas trees they used to have for their church in Albany, a thought came into my head, if they had Christmas trees there why could not we have one for the Village of Menominee? The next day I talked it over with Amy Ingalls and we decided to ask her father's advice. Judge Ingalls thought it too much of an undertaking for a couple of 15 year old girls and also told us if we undertook it then we must finish it too, but he would not discourage us. "Go ahead, girls," he said.

Menominee was widely scattered at that time and snow almost waist deep. It is easier to imagine than to describe the long tramps we had, but we met with good success in soliciting and everyone was so pleased with this new idea, which was of course very encouraging, that it would have taken more than snow to put us off our self-appointed work. Our collection of money amounted to $56.00, but now came out great quandary. We could not buy anything suitable for Christmas presents in Menominee. In soliciting we had taken in every family, the names and ages of the children so as to better arrange the gifts suitable to the age of the children. At this juncture Mrs. S. P. Saxton offered to help us, so on Sunday afternoon Amy, Ed, and I went to Mrs. Saxton's to make out a list of presents. They were all to be useful articles with some small toy for each child. There were caps, mittens, comforters and the like. About that time John Hanley was going to Green Bay and we gave him the money and the list of articles wanted. In due time the package came.

Then arrangements must be made where we were going to have our Christmas tree . . . no church. We could have the Saxton House Dance Hall for the afternoon if we would promise to have it all cleared out, for a dance was to be given that evening. We had all the help we wanted. Ed. Leake, George Caldwell, Henry Nason and others got the trees (there were two) and evergreens to make garlands to decorate the hall and assisted in putting them up. When Amy and I made our soliciting trip we also asked each one to bring something for a lunch. Hon. S. M. Stephenson donated apples, nuts, and candy. (He was just as generous then as he was after he was a millionaire.) The trees occupied the center of the hall, with walking space all around set off by placing barrels and laying boards on them, which also served for tables to eat the lunch on.

When Christmas, December 24th afternoon came we darkened the hall and lit the lamps, (we had forgotten to get candles for the trees), and the hall was full of people, for everybody in town had to be there. The decorations and trees were very

much admired and praised. First the lunch was disposed of and then the presents were distributed. I sometimes wonder if there are any still living here that took part in that festival. (I mean those who were little ones at that time.) Some of the little ones began to cry and others just shouted with glee. We had forgotten to have a Santa Claus. Ed. Leake took charge of one tree and handed the gifts to a couple of girls who gave them to the children and George Caldwell had the other tree. Amy Ingalls stood at one tree but I have forgotten who assisted her. Sarah Ann PenGilly and I were at the other one. To watch the little ones as they got their little presents was enough to repay us for all the work we had done to make the First Community Christmas Tree a success. Unknown to us someone had donated a nice handkerchief for everyone who helped. By this time it was growing dark and time to clear the hall. So everyone turned to work with a will and it was soon cleared for the evening pleasures. Thus ended our First Community Christmas Festival.

(NOTE: Mr. & Mrs. William Lehmann of Lansburg, Germany with their three daughters, Pauline born in 1847, Mary in 1849, and Caroline in 1851, came to the United States about 1855. After living for a time at Manistee, Muskegon, and Flat Rock, in March, 1863 Mrs. Lehmann, the girls and small twins, William and Louise, went by sleigh from Flat Rock to Cedar River where Mr. Lehmann was working as a blacksmith. In June she moved her family by sail boat to Menominee where Mr. Lehmann had taken employment in the spring of 1863 and where Caroline had spent some months in 1861-2. This was the year Menominee County was organized. At the first session of court in the new county William Lehmann took out his naturalization papers. From that time to the present, members of the Lehmann family have been residents of Menominee and made substantial contributions to community life.

The three older daughters married and established homes and reared their families in Menominee. All were unusually intelligent women, possessed of keen powers of observation and retentive memories. Some of their reminiscences appear in the foregoing articles. Pauline Lehmann Cordes died in 1934 at the age of 86, Mary Lehmann Bemus in 1940 at the age of 90, and Caroline Lehmann Quimby later in the same year at 89. William Lehmann, Jr. is still an active figure in Menominee. Mrs. Louise Lehmann Nowack resides at Channing, Michigan.)

THE FIRST SCHOOLS IN MENOMINEE

Recollections of Sue Lyon Douglas, Written Nov. 20, 1885

(NOTE: In 1885 a hurriedly written newspaper article was published which did not square with early school history as recalled by Mrs. Douglas who had taught a subscription school in Menominee twenty-nine years before. By request, Mrs. Douglas wrote the following letter to set matters straight. Her letter was published in the MENOMINEE DEMOCRAT 11/28/85.)

. . . "In the winter of '53-4 Oscar Bartholomew, a young man of Elmira, N. Y. taught a small school in a blacksmith shop up at the old water mill. I do not know now who attended the school but if I could have a talk with my brother, I daresay he could tell me for he and a brother next older both attended. Bartholomew was but a boy himself and taught but two months. I think. That was the first school on the river. Dr. Hall had had a teacher sometime before, but only for his own children and two or three others.

"In '56 I opened a school in a little building belonging to Charley McLeod, Sr. standing on the bluff just west of his house. This school was open to all who were willing to pay, and I taught four months at the rate of $3 for twelve weeks for each pupil.

Some weeks my receipts were good, and as nearly all my scholars used to bring 25¢ each Monday morning. I had little trouble collecting bills and was generally "in funds." As the scholars paid only for the time they attended, some weeks, I hardly made my board.

"I had had some experience in teaching in Pennsylvania before we came west and I had taught four months on Chambers Island. My patrons were anxious that I should continue my school, but the building was cold, and I concluded I could not endure the walk in winter and before another spring I had gone to Sturgeon River, Big Bay de Noc and was there all the following summer.

"For two years I spent most of my time there, and my recollection of Menominee during that period is rather hazy, but I know that a Miss Varney taught a subscription school there part of the time when I was away . . . and taught in the neighborhood. She had a large school and some of those who were the boys and girls then must remember her. She was a sister of Mrs. Gordon Fowler and came from Pennsylvania. She taught in '58 I'm sure, and Emily Burchard (who was a good teacher and a dearly loved friend of mine) though she did teach in the old shingle mill and also in '62 in the log schoolhouse, cannot have the honor of teaching "the first school in Menominee." Nor did she come west until '58 so she could not have taught in Menominee in '57. She must have the credit of having taught two terms in Menominee and several at Menekaune.

"Your article says only one term was taught in the log schoolhouse, which is surely a mistake, as Miss Burchard taught there in '63 and it seems hardly likely that there was no school there in the intervening time. As I was married in '63 and left the river soon after my marriage, I cannot tell how that may be but Miss Yeats was teaching there when I came back to Menominee from Tennessee in 1866.

. . . "Why we helped to make the history of Menominee before Judge Ingalls ever thought of coming there and to be counted only a legend does not set well on our stomachs. I still call myself a Menominee for there is a legend that if one eats sturgeon for their first meal and falls all over in the river, they must spend their days there, and it was at Quimbys' bountiful and always delightful table that I ate it. And before the summer was over I had taken a header from a bark canoe into the river, so of course I expect to come back there to die. That is why I always like to sign myself

"MENOMINEE SUE"

Fort Howard, Wisconsin (Now West Green Bay)

EARLY SCHOOLS AND CHURCH

By Harriet Woodford Bill

(NOTE: This article by Mrs. Harriet Woodford Bill summarizes what she was able to gather on this topic. Miss Harriet Woodford came to Menominee to teach in the summer of 1872, and spent most of the remaining years of a long life here, marrying A. W. Bill, the able young minister in the little Presbyterian church that gave her such a cordial welcome. This was the first church in the city and county of Menominee. Mrs. Bill was much interested in historical subjects, and a thorough and reliable investigator. In the preparation of this paper she used her scrapbooks, drew upon her own memory, and consulted other early residents of Menominee.)

The first school was opened in the winter of 1853-54 at the old water mill near the Second dam. The building was of rough boards, battened, both walls and roof, with slabs. One end of it was used as a blacksmith shop. Oscar Bartholomew of Elmira, N. Y., stranded here by some adverse fate, taught for two months. It was a subscription school, the price being three dollars for twelve weeks' schooling.

The first real schoolhouse was built by Charles McLeod, Sr., on a bluff near the end of the First dam. This school was taught by Miss Sue Lyon, four months during the summer and fall and was

also a subscription school. There was an average attendance of sixteen pupils, among whom were represented five nationalities, French, German, Irish, Swede, and Yankee, with one full-blooded Indian boy and several half-breeds.

Later, a school was taught by Miss Emily Burchard, in a part of Henry Nason's house at his shingle mill, on the shore of Green Bay, where now stands the National Hotel. Miss Burchard used to paddle her canoe from Menekaune where she resided. One morning her canoe was capsized. She swam to a boom and righting the canoe proceeded on her way, borrowed dry clothes and taught as usual.

In 1858, several men, Andrus Eveland, A. F. Lyon, W. G. Boswell, Henry Nason and others volunteered labor and contributions and erected a log schoolhouse, where the Chicago & Northwestern Railroad crosses Ogden Avenue at West Menominee. . . . Long benches were used as seats.

When Menominee County was organized in 1863, the school laws were put in force and districts were organized. District No. 1, in Menominee embraced all the village lying along Green Bay and near the mouth of the river. District No. 2, included that part of the village now called West Menominee. In the spring of 1864, the town of Menominee was organized and the first public money was drawn for school purposes. All previous schools were subscription schools.

The first school held in District No. 1 was in a small building owned by Samuel Abbott, which had been built for storing fish nets. It was about 16 by 18 feet built of rough boards and filled between the joists with sawdust. The seats were long narrow benches, very uncomfortable. A pioneer woman who attended that school, remembers the boys used to dig the sawdust out of the cracks and on one occasion a little snake was seen gliding along the floor, which caused confusion among the pupils. Exact location of this school was unknown. This building was used a short time only.

This year, (1864) the town built a school on Kirby Street, 24 x 28 feet which they thought would be large enough for many years to come. Mr. John McClelland was the first teacher. Mrs. Bemus (Feb. 5, 1923) told me among those who attended the first school were Mr. H. Sharon, John Cook of Marinette, Mrs. A. L. Sawyer, Mrs. Caroline Quimby, Bert PenGilly, William PenGilly, Amos Lemieux, and Mrs. Mary Bemus. Settlers came in so fast that this soon proved inadequate, and in 1868 a two story building was erected also on Kirby Street at a cost of $7,000 which caused considerable comment among the taxpayers. In this building were two departments below and one long room in the second story. Here benches gave place to double seats and desks.

It was in the Kirby Street building I taught two years; 1873-74 and 1874-75. The primary room was taught by Miss Nina Flood; the intermediate by myself, and the higher department by Mr. J. W. Bird. The second year Miss Hattie Parker taught the primary and Miss Myra Sizer, who became Mrs. Crawford, assisted Mr. Bird. She taught her classes at one end of the room and Mr. Bird at the other end. The pupils of the intermediate and primary school marched upstairs each morning to opening exercises, where the Bible was read. I think the principal offered prayer. The Lord's Prayer was recited and two or three school songs were sung.

This building was located diagonally across from the present location of the Milwaukee and St. Paul Depot.

The first year ninety pupils, ages ranging from seven to sixteen, were enrolled in my room and fifty-nine the second year. It was during the year of 1873 that a small one-room schoolhouse was erected on Holmes Avenue near State Street in the swamp; load after load of sawdust was hauled forming a walk to the road and also surrounding the building.

Miss Alice Jacobi taught in this building that year and the congested condition of my room was somewhat relieved.

There was also a small schoolhouse on Stephenson Avenue on the land now occupied by the Agricultural School, which I think was taught in the year 1874-75 by Mr. Albert Bird. My salary the first year was forty dollars per month, increased the second year to forty-five. I was then offered fifty dollars

in Marinette but I resigned the vocation of teaching and took up domestic science, from which I have not yet graduated. My teacher's certificate was signed by Dr. O. B. Bird and G. A. Woodford, "School Inspectors for the Township of Menominee, County of Menominee."

. . .

District No. 2 had also erected a small schoolhouse which became too small and in 1876 erected a two-story building.

An important change occurred in 1880 when the district was changed to the graded system under graded school terms. Six trustees were elected, viz: S. M. Stephenson, A. Spies, B. T. Phillips, Wm. Somerville, James Juttner, and J. H. Walton. At that time District No. 1 covered the old Kirby Street building, the Holmes Avenue building and the rented store on Ogden Avenue, in all there were five rooms with five teachers and a principal. There were then 752 children of school age, 402 enrolled in school and seating capacity of 310. In August, 1881 the Liberty Street building was completed.

In 1882 the Holmes Avenue building was removed to Wabash Avenue and the Kirby Street building was moved to Marinette Avenue where now stands the Roosevelt school. This old building burned in 1888.

It was in April, 1883 that Menominee was chartered as a city and the two districts were united, thus adding the Boswell building with two stories of two rooms each, while the teaching force consisted of twelve teachers. In 1885 nineteen teachers were employed.

In 1886 the State Street school and Primary No. 1 at Liberty Street were erected at a cost of $9800. In 1890 the Spies Avenue building was erected at a cost of $5,963, including the lots. There were now 29 teachers including the superintendent.

In 1892 the Boswell Street and Lincoln Avenue buildings were erected at a cost of $32,812.42 and the teachers enrolled were 36. In 1893 the school census was 3,737, with an enrollment of 2,300 and 41 teachers were employed. The total cost of the high school building, which was completed in 1894, including ground and furniture, was $53,987.34. Mr. Jesse Hubbard served as superintendent for six years, being succeeded by Mr. C. I. Woodley, superintendent, in the fall of 1894.

In 1890 the free text book system was adopted in the grades, and extended to the high school in 1895; drawing was introduced in 1892; kindergarten work in 1893 under the supervision of Miss Laura Bingham, a graduate of Froebel Institute; music, in 1894; manual training in 1896.

It is a far cry from the first log schoolhouse in 1856 with its low benches, primitive box stove, no blackboards; a subscription school, with an average of 16 pupils, to all the handsome well-equipped buildings of today valued at seven hundred thousand dollars . . . with blackboards all around the room, fine gymnasium, junior and senior high schools with swimming pool, one of the finest athletic fields in the country, the parent-teacher associations where the parents and teachers meet and become acquainted, and an excellent library and the finest heating and ventilating system, with running water, inside toilets, machine shops, wood shops, and household arts

. . .

I received a letter from my brother G. A. Woodford, in the spring of 1872, saying I could probably get a school here. I thought a year or two spent in the west would be pleasant and accordingly left my Connecticut home for the "wild and woolly west". Upon passing Chicago safely I started on the C. & N.W. Railroad for Menominee which was the terminal of that road. There was no pullman on our train and as there were two coaches only, one was set off at Milwaukee. All of the passengers left the train at Oshkosh except one woman and myself. She left at Green Bay, and the train seemed to run for my special benefit to Menominee.

It was a beautiful moonlight night, the summer after the great fire of '71. During that fire the wind was so strong that it up-rooted the trees, and all the holes left from the roots were filled up with water; the great blackened trunks covered the ground, and to me it looked the most desolate country I had ever seen. I mentally resolved that no money

would ever induce me to stay in such a country. I would make a short visit, and return to civilization. I landed here at 2:30 a.m. at the dock down back of the old Kirby-Carpenter store, which was demolished a few years ago. Mr. Forvilly's bus was there, the old-fashioned open bus with seats on both sides. I asked to be taken to Mr. Woodford's residence and on the way not a sound could I hear of the wheels and it seemed to me almost uncanny. The next morning I found that the streets were all sawdust and sand and therefore no sound could be heard of the wagons.

After a ride around the town I could see nothing attractive in Menominee, except the bay which seemed most beautiful and which has never lost its charm.

On my first attendance at church I was welcomed as cordially as if I were an old friend.

The next week Mr. S. M. Stephenson arranged for a picnic at Green Island, all going over on scows propelled by tugs. There I met many people and all were so friendly, my favorable impression of the people deepened.

One thing that always distressed me, was the great "fire pens" - or Gehennas as I called them, which were located at every mill, burning day and night, the trimmings from the mills made a lurid glare sometimes at night. To my New England idea of thrift and economy, this was a wicked waste.

Having come from New England and her cloud-capped granite hills, Menominee seemed hopelessly flat and I had a feeling akin to pity for the boys and girls who never enjoyed the fun I had when a child, sliding down hill. A boy on his sled drawn by his dog was not an unusual sight, but there was no exhilaration in that. I was very homesick for the sight of a hill or mountain.

The postmaster was Mr. Samuel Abbott and everybody had to go to the post-office for mail.

One thing I remember distinctly was the "Sahara" or "Court House Square". That was the block opposite the old Kirby House on which some day they expected to erect a Court House. It was all sand and sand burrs, and in that Sahara in one corner, was the county clerk's office, in a very small building, and adjoining it was the county jail.

Menominee had begun a public library which was housed in Mr. Woodford's jewelry store. It was open to the public on Friday afternoon and I acted as librarian in Mr. Woodford's stead.

Life was very primitive in those days. No furnaces, no sewers, no lighted streets; dark nights when we went to church we had to carry a lantern. Everybody in preparing for winter had sawdust banked up against the house, and having no water works, the people who lived in Frenchtown had wells and others had to get their water from the bay. Everybody burned kerosene.

The C. & N. W. R. R. was being built up further from Menominee and all the engineers made their home here; this made the social life of the young people very delightful. When they had completed 26 miles up the line, they gave an excursion to about 25 or 30 young people. We went up to their camp, riding in a caboose and after walking about a mile through the towering pine woods, came to their camp and enjoyed a fine dinner. Someone bet me that I could never drive a spike and I bet that I could, so I lifted the sledge hammer and successfully drove a spike which the chief engineer said was done in correct form, so I feel that I was a true pioneer having helped to lay the C. & N.W. R.R.

School Incident

During my first school year, the circus came to town to the delight of all the children. Mr. S. M. Stephenson decided to take all the children and teachers to the circus. They reported at school and answered to roll call. Each teacher marched with her pupils to the circus grounds far up Ogden Avenue. Mr. Stephenson took all the teachers into the side shows. The huge boa constrictor haunted me for weeks. It was my first attendance at a circus.

Picnic at the Dam

The location is now a part of the Riverside Cemetery, by the dam. Pupils reported at school and the business men of the town provided conveyances to the picnic. The women went ahead and made great tubs of lemonade. After enjoying a fine dinner which was spread on the ground and was decorated with Daddy Long Legs and soiders, a number of us went down to the river bank, the river was filled with logs. Mr. Bird dared me to cross the river on logs. Being a tenderfoot, it didn't look like any trick at all, but it was a clear case of a "fool rushing in where angels scarce dare tread". I ran down the bank and jumped on the first log which immediately began to sink. I went to the next one and the next one sank and by that time I didn't know who was the most frightened, Mr. S. M. Stephenson, who constituted himself my chaperon for the day, or Mr. Bird or myself. Mr. Bird, having led me into such a trick gallantly came to my rescue by snatching my hand and going a log behind me. I jumped from log to log and didn't need any police to tell me to keep moving. I led him a merry race across the river and was glad indeed to put my foot on terra firma.

Maybe the only thing that saved me from a watery grave was that the logs were so tightly packed together that they could not roll, therefore making a pretty good footing and we got across safely. This was my first and last attempt to cross the Menominee River on logs.

Another young tenderfoot from Illinois had a similar experience, but wearing a velvet dress, it filled with air like a balloon and kept her up as she fell between the logs. She had the presence of mind to seize the young man, who accompanied her and who had slipped into the water, by the coat collar and hold his head up between the logs. They called for help and were rescued by men with pike poles.

SOCIAL LIFE IN THE EARLY DAYS

By Mrs. Emmeline Caldwell Somerville, 1923

(NOTE: Emmeline Caldwell, later Mrs. Joseph Somerville, was an active figure in the early social life of Menominee. At the age of 17 she was one of the teachers in District No. 1 in 1869. Much of her later life was spent in Menominee until she passed away in 1940.)

Away back in the '60's, Menominee was young and there was not much doing in the social line. No clubs or organizations of any sort. Dancing was the chief amusement, and we were never at a loss to know where to get music. Our orchestra consisted of three pieces, Therriault with his fiddle, (not violin then), Jack Farrier, bass viol, Terrance Cassidy, snare drum. Farrier also called the quadrilles. The schottische, polka, varsourienne, and waltz were the other dances. We made our own little muslin dresses, walked to the parties through the sand, and if our shoes got filled, it did not matter, we did not care in the least. We did not have to powder our noses every half hour nor rouge our cheeks or lips. . . . We were vain enough to think that nature had been so kind to us that no artificial adornment was necessary.

Mr. E. L. Parmenter was a great help to us, he had a small hall which we were always given, and we would go and dance until the pinch bugs got so thick we had to stop. One of our young men, Gust Chandler, was captain of a tug, the Bob Mills, belonging to the K. C. Company. We would get the tug and a party of us and go to Green Island. Mr. Drew, the lighthouse keeper, could play the violin. S. M. Stephenson always helped us out with anything we started. He gave a dance in the Boarding House once a year. We had singing schools which we all attended and became very proficient with our voices, but unlike Bernhardt, we knew when to retire.

We also had spelling bees. Hattie Woodford was right in her element with these. (Note: Miss Woodford came to Menominee in 1872.) She did better than she did in dancing. She said she felt like a turkey on the floor. Our young men did not smoke between courses at dinner or perhaps we only had one course. In winter we never lacked sleighing parties. Mr. Robert Stephenson of the L.W. & V.S. Company would hitch up a four mule team with a big sleigh, and in the middle of the day we would start to the Rapids or Relay Farms, have

supper, dance and sometimes stay all night. I remember on one occasion when asked if any of us were cold, Mr. Farrier said, "Cold? I feel as if I had on paper cambric trousers, with the shiny side in."

We were invited to a Masquerade party in Menekaune one night. We decked ourselves in costumes, walked down to the river, and tooted for Bob O'Neil, the ferryman, to take us over. When we were ready to come home the ferryman had gone to sleep and we tooted and waited and waited and tooted. Finally one of the men got a canoe and went over and got him. His home was in Menominee. Main Street was just a path through the blueberry bushes.

In the '70's we began to put on airs. On New Year's evening '73, after receiving and making calls all day, a few met in the evening and that was the beginning of our New Year's club. We organized with thirty members a few years later and met every New Year's Eve until 1913 when the club ceased to exist.

WATER AND FIRE PROTECTION

By William A. PenGilly, 1923

(NOTE: William A. PenGilly came to Menominee with his parents in 1859. His father Robert PenGilly came to Canada from England in 1840, a hundred years ago. He lived in Milwaukee for a few years, then at Flat Rock and was brought to Menominee by the S. M. Stephenson Company, to pursue his work as an expert tool-maker. He was prominent in the founding of St. John's church and held considerable property along what is now Sheridan Road. His daughter Nellie was organist at St. John's church 24 years and William was a member of the choir for 35 years. William lived on Sheridan Road for eighty years, from his coming in 1859 to his death at almost 86 on November 15, 1939. He held an important position with the Kirby-Carpenter Store for a number of years, was county clerk six years, 1881-86, and held other county offices, owned a large store, and engaged in numerous business enterprises.)

In the early days of 1860 most of the early settlers were located along the main road, this road ran along the Bay Shore from the present River Street up to Eveland Court, later it became the Main Street of today.

This road being on a ridge, the land was high, and while the settler built his home, he also dug a well and from this well secured all necessary water.

As new settlers came in and they began building along Kirby Street and the west side streets to Parmenter and Carpenter Streets, which streets were mostly roads then, and as most of the land west of Main Street extending nearly to the Court House grounds was low and wet, good water could not be had from wells in that locality, particularly in the spring and fall.

Then someone arranged with a drayman to deliver water to them; after that other draymen entered in the competition, thereafter water was delivered by them in barrels to any place in town.

In 1868 we had the first big fire in the burning of the S. M. Stephenson residence on lower Main Street.

There was no organized fire protection at this time, so Mr. Stephenson closed down his mill and brought his men to the fire. Each man was given a bucket and they immediately formed two lines from the house down to the bay shore, one line passed up the water and the other returned the empty buckets to be filled again.

During the big fire of October 8 and 9, 1871 the hay marsh that comprised all the land in the second ward lying west of Kirby Street to Parmenter Street and from Quimby Avenue to Liberty Street was ablaze many times, and a large force of men and teams were required all one night in keeping the fire from spreading or getting out of the marsh, the water was brought in barrels from wells and the bay.

The people now saw that it was very necessary the town should have some fire protection.

A call for a meeting of the citizens who were interested in the purchase of a Hand Fire Engine was issued December 22, 1871. It was decided at this meeting that the funds could be raised by subscription and the meeting was adjourned to December 29. At this adjourned meeting the Menominee Fire Company No. 1 was organized, and on January 2, 1872 a committee was appointed to buy a suitable Hand Engine and a hose cart, which purchase was duly made together with 500 feet of hose. This was a volunteer company and the funds were raised by subscriptions and from dances which they gave.

The company bought a lot adjoining the Forvilly Hotel property on the west and put up a building to house the engine and equipment, and in which they held their meetings.

In the fall of 1873 they had their first big fire, this was the burning of the Perket House on Main Street and seven or eight store buildings up as far as the Leroy House, which stood where the Richards House now stands.

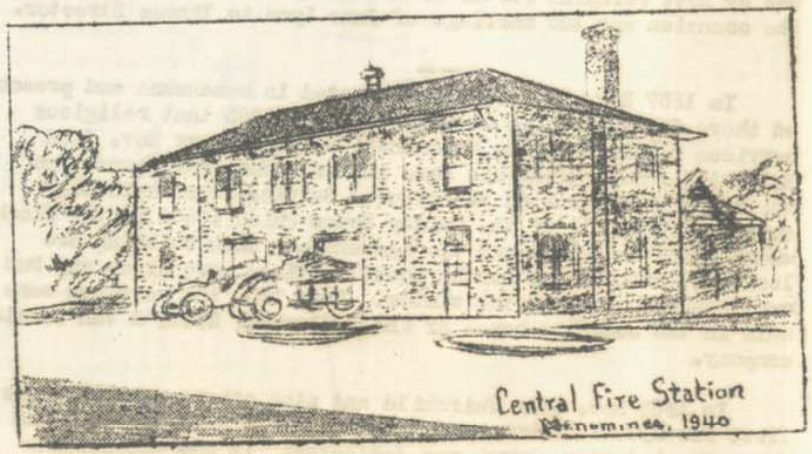
The water for fires was supplied from three or four large tanks or wells placed conveniently and in desired locations. One was located at the corner of West Street and Ludington Avenue, one on Kirby Street and one on Quimby Avenue, water was also taken from the bay.

In 1874 the town bought the Steam Fire Engine S. M. Stephenson and another Volunteer Fire Company was organized and the engine and equipment was kept in a building used for a Town Hall and Engine House where the Engine House No. 1 now stands.

In 1883 the old Fire Company sold their hand engine to the Township of Stephenson, disposed of the house and lot, and disbanded.

In 1884 the Water Works was built and the pipe lines laid. In this year the Town bought the Steam Fire Engine J. S. Sherman and later sold the Steam Fire Engine S. M. Stephenson to the Town of Peshtigo.

In May 1888 the organization of a paid Fire Department was formed.



THE FIRST CHURCHES IN MENOMINEE COUNTY

The information given here has been taken from the History of Menominee compiled and published by the Class of 1910 of the Menominee High School and from the Ingalls Centennial History.

Nicolet in 1634 called the Menominee river St. Michael's river. When Father Claude Allouez in 1670 established an Indian mission at Mission Point on the Marinette side of the river, he called it St. Michael's Mission. Father Louis Andre was in charge of the work several years until it was abandoned or destroyed.

From 1833-36 Rev. John Clark, a Methodist missionary for upper Michigan and Wisconsin, established a mission on the point extending toward the island later occupied by the N. Ludington mill. This mission also was on the Wisconsin side of the river.

Occasional Catholic services by priests from Green Bay were held along the Menominee river as early as 1850. The first Protestant sermon ever preached in Menominee, so far as known, was by Rev. Jeremiah Porter of Green Bay in 1854. (See p. 193) The occasion was the marriage of Jane Lyon to Thomas Streeter.

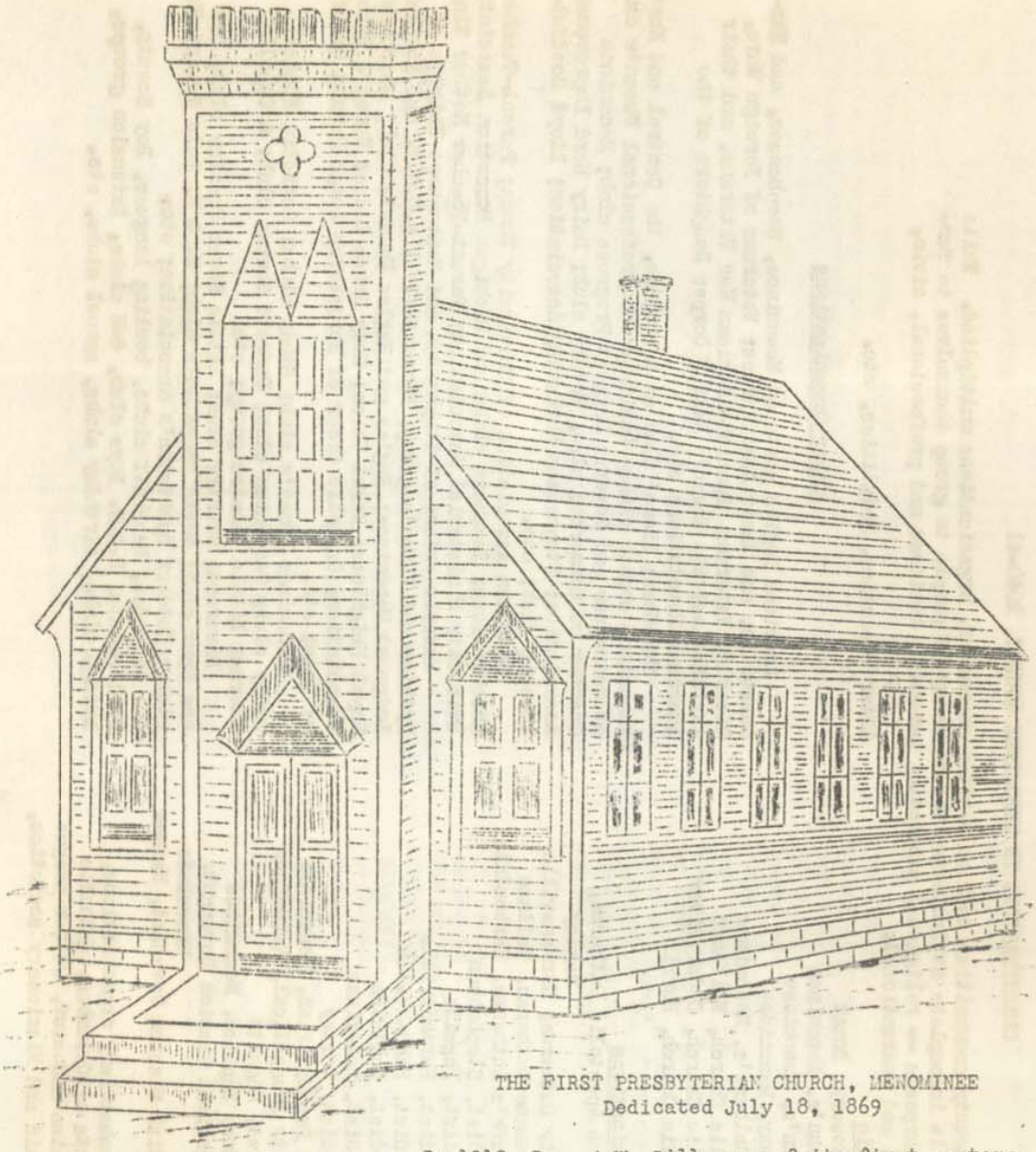
In 1857 Rev. Mr. Donaldson located in Menekaune and preached there two years, but it was not until 1863 that religious services really began in Menominee. In that year Rev. John Fairchild came, making his home in Menekaune, which was then the chief settlement on the river. Services were held that summer in the hall of the Quimby House which stood in the block where Hotel Menominee and the Lumberman's Bank building are located. After a few months these meetings were given up, but were renewed again in the winter. This time the meetings were held in the boarding house of the Ludington, Wells & Van Schaick company.

In 1868 Rev. John Fairchild and nine others organized the first Presbyterian church of Menominee. On July 18, 1869 the first Presbyterian church was dedicated. It was the first church erected anywhere in Menominee city or county. It is said that chief credit for this accomplishment should be given to Henry Loomis, a young minister from Auburn, New York. The Kirby Carpenter company gave a lot which the minister himself cleared ready for building. The first trustees were Samuel M. Stephenson, Miles Shepard, Thomas Murray, Edward L. Parmenter, and William P. Newberry.

St. John's church was the first Catholic church in the county. It was completed in 1873. The building committee consisted of Bartley Breen, Edward Hatton, Robert Pengilly, Joseph Garon, and Thomas Breen. All but the last named were the first trustees. Rev. M.A. Fox was the first priest to officiate in this church at Menominee.

The Methodist Episcopal church at Menominee was organized in 1872 by Rev. J.M. Gordon, at that time presiding elder of the Lake Superior district. Rev. Richard Copp was the first pastor. Largely because of his energy and enthusiasm a church building was erected and dedicated in 1873.

In 1873 the German Lutheran church at Menominee was organized. The church was completed in 1874. The first officers were George Harter, Henry Ammerman, and Nicholas Gewehr. Rev. C. Toeppel was the pastor.



THE FIRST PRESBYTERIAN CHURCH, MENOMINEE
Dedicated July 18, 1869

In 1913, Rev. A.W. Bill, one of its first pastors, drew from memory a picture of this church. His drawing is reproduced above. This church building was the first one in Menominee village or county.

ORGANIZATIONS IN MENOMINEE COUNTY, 1940-41

As Menominee county communities took on settled character, organizations multiplied. While the following list is incomplete it indicates the tendency of people to group themselves to further their common purposes — religious, patriotic, personal, business and professional, civic, fraternal, cultural and recreational.

Churches - Catholic

Holy Trinity, Birch Creek
St. Mary's, Hermansville
St. Michael's, Perronville
St. Francis Xavier, Spalding
St. Frederick's, Daggett
St. Bruno's, Nadeau
St. Mary's, Sobieski
Church of the Precious Blood, Stephenson
Holy Rosary, Banat
St. John's, Menominee
St. Ann's, Menominee
Epiphany, Menominee
St. Adalbert's, Menominee
Catholic Church, Faithorn
Catholic Church, Cedar River
Catholic Church, Harris
Catholic Church, Nathan

Churches - Other Denominations

Grace Lutheran, Powers
Central Lutheran, Menominee
Bethel Lutheran, Menominee
Danish Lutheran, Menominee
Christ Evangelical Lutheran, Menominee
Emmanuel Lutheran, Menominee
Holy Cross Lutheran, Daggett
Bethesda Lutheran, Daggett
Seventh Day Adventist, Jam Dam
Seventh Day Adventist, Meno.
Jehovah's Witnesses, Meno.
Lost Lake Community
Grace Episcopal, Menominee
Episcopal, Wilson
Moravian, Daggett
Bethel Mission, Wallace
Bethlehem Covenant, Palestine
Finnish Apostolic Lutheran, Bagley
Trinity Lutheran, Hermansville
Gethsemane Lutheran, Wallace
St. Mark's Lutheran, Carbondale
Methodist, Stephenson
Methodist, Ingalls
Methodist, Hermansville
Methodist, Hannahville
Methodist, Faithorn
Methodist, Menominee
Methodist, Carney
First Presbyterian, Menominee
Trinity Evangelical, Menominee
Baptist, Daggett
Broadway Baptist, Menominee
Evangelical Mission Covenant, Menominee
Gospel Tabernacle, Stephenson
Swedish Mission Covenant, Nadeau

Churches have many allied and subsidiary organizations, such as Daughters of Isabella, Knights of Columbus, Catholic Youth groups, Sunday Schools, Christian Endeavor, Luther League and Epworth League groups, Ladies' Aid and Missionary societies, Altar societies, Sodalities, etc.

Other Organizations

American Legion posts at Menominee, Stephenson, and Hermansville, and their Auxiliaries; Veterans of Foreign Wars, Disabled Veterans, Spanish-American War Veterans, and their Auxiliaries; the Woman's Relief Corps; Daughters of the American Revolution; etc.

Twi-Cees; Lions' Club at Menominee, the Central and North Menominee county clubs; Business and Professional Women's clubs at Menominee and Powers; Daggett Progress club; Menominee Chamber of Commerce; also, Rotary club; Dairy Herd Improvement Association; Stephenson Marketing Association; Lloyd Goodfellowship club; etc.

American Association of University Women; Parent-Teacher associations; Teachers clubs and Michigan Education Association; Twin City Ministerial Association; Parent-Teacher Mother Singers;

Masonic orders at Stephenson and Menominee; Knights of Pythias and Women's group, Hermansville; I.O.O.F. and Rebekah Lodge at Menominee; Eagles and Eagles Woman's Club, Menominee; Royal Neighbors; Sokol Union; Holy Cross Lodge; Woman's Benefit Association; Catholic Order of Foresters; Lodge Perun; Order of Vasa; etc.

Menominee Woman's club; Study clubs; Catholic Woman's Study club; Gardening club; Daggett Sewing club; A Capella Chorus; Little Theatre group; etc.

Riverside Country club; Little River Country club; Bit and Spur club; North Shore Golf club; M. & M. Polo Twins; Ski clubs; Outdoor Sportsmen's association; etc.

Besides, baseball clubs, bowling leagues, Boy Scouts, Girl Scouts, D.A.R. Boys club, 4-H clubs, Extension groups, bridge clubs, birthday clubs, school clubs, etc.

THE BIG FIRE OF 1871
(The Peshtigo Fire)

By Josephine Ingalls Sawyer

The summer of 1871 was hot and dry. There were frequent forest fires in various parts of the northern states and for weeks before the big fire of October 7th and 8th the smoke hung so heavy that the sun looked like a ball of fire most of the time.

Just when and where the fires started, no one can say, but the woods and swamps between Oconto and Peshtigo had burned at intervals, controlled only by occasional rains. These fires were supposed to have caught from the camp fires of the laborers who were building the Chicago and Northwestern railroad track through to Escanaba that year. The culmination began the evening of October 7th. In describing this, I will have to give it from a personal standpoint, as that is the way I remember it.

I think every one had a feeling of uneasiness and premonition for weeks; to my people, our first alarm came in this way. At that time my father, E.S. Ingalls, had a water mill on Little River, about five miles from Menominee. (NOTE: The place now occupied by Rudginsky Brothers on the River Road.) October 7, being Sunday, most of the crew had come down town leaving the boarding house keeper, his wife and two children, and about ten men there. The bookkeeper, Mr. Merrill, had spent the day at our home. About 6:30 p.m., my brother, Fred, put the team on a light wagon and accompanied by my younger brother, sister and myself, started to take him back.

After passing Frenchtown, we noticed an occasional log burning beside the road. Mr. Merrill told us to go back; he would walk the remaining mile and a half. There was already a roaring in the air and the sky was lighted up over towards Peshtigo. The smell of smoke was strong before we were half way back; the roaring became loud and the wind came in fierce hot gusts, which fanned the smouldering logs into flames. Often a standing tree took fire. Our horses needed no urging on their way home. Afterward, Mr. Merrill told us his experience.

All Buildings Afire

It took him some time to make his way over the logging road to the mill, for the whirling wind had carried the fire to one side and over Marinette, and struck the mill and surrounding forest. All the buildings were on fire when he got there. He hastily got the books from the office, and taking the cook's baby, ran with the rest to the river. He buried the books in the earth on the river bank. The cattle and the horses had been turned loose though one ox fell and was burned on the river bank. Each person had grabbed a pail or something to hold water, and carried it with him. Mr. Merrill said the heat was so intense that the instant they rose out of the water their clothes caught fire and when they inverted wooden buckets of water over their heads, the bottoms of the buckets would catch fire.

Rescue

. . . Late the next day, my brother-in-law got a team as far as Frenchtown. From there he had to walk the rest of the way to the mill, over fallen timber and hot ashes. He found them all alive but blind from smoke and heat and badly blistered, especially the eighteen months old baby, which could only be held under water a few minutes at a time. He roped them together, so he could guide them, and so carrying the children, and sometimes the women, they stumbled along, helping each other as best they could, often falling over burnt logs, or burning their feet in hot ashes till they reached Frenchtown. We kept them at our house for two weeks, feeding them like children, until their eyes recovered. The woman and baby died two or three months later.

Marinette Escapes

As I have said, the whirling wind carried the fire, now high, now low. Marinette, directly in its path, escaped. Only

the brush and low growth around the town caught fire, though it kept men busy to control it. Menekaune was caught in one of the whirls of fire. My remembrance is that everything burned even fences, walks, and the sawdust covered streets. The fierce hot wind carried burning shingles a mile and more out into the bay and set fire to sails of ships. Where the fire struck it was so sudden and fierce that everything caught at once. In one house a woman was in confinement, with the upper part of the house burning, the doctor and neighbor woman attending her. As soon as the child was born, she was lifted, mattress and all and put into a sawdust cart, not a minute too soon, and carried to safety. Menominee, like Marinette, was rimmed with fire, and Birch Creek was entirely burned. The loss of life in this farming village was appalling . . . The survivors found safety in root cellars, holes in the ground or in Birch Creek.

Two girl survivors came to Menominee in 1878. I took my horse and buckboard and we went to visit near their old home farm and spent the day wandering through the growth of poplar and fireweed that always follow a woods fire. The tree trunks were still lying all in one direction like mown hay. These girls told me there were nine in their family. When the fire struck, the father and mother each took a small child and all ran to reach the creek if possible. These little girls, ten and eleven years old, soon began to stumble and fall. The father suddenly threw them both into the water and mud under roots of an overturned tree, telling them to crouch down and stay there, until he came for them. They alone survived in that family.

Excitement in Menominee

Our first excitement at home came just after we had returned from Little River mill, about 9:30, probably. There was a fierce gust of wind and a crash, and Belle Stephenson, (Mrs. Joseph Fleshiem) who had been spending the day in Marinette, came running in and told us that their buggy had been blown over into a brush heap, just across the road. (My home was where the Spies Public Library now stands, and the brush heap was on a vacant lot known in late years as the Walter Hicks home.) Belle told us that it was reported in Marinette that Peshtigo was burning and that Marinette would likely burn also, as trees were already burning on the edge of town. Everything seemed to happen all at once after that. The sky south and west was a blaze of light. The fierce hot whirling wind rose and fell, bringing flames to new spots, sometimes rising and leaving a spot of green timber untouched.

Frenchtown Refugees

Soon people began to drift down from Frenchtown. They said, the jack pines back of the village are burning. We had lived there when we first came to Menominee (1862) and knew many of them. They camped in our back yard near the bay. I do not know how many there were. I heard my mother say she counted eight little babies in her bed at one time, and children were asleep all over the house. I know we gave bread and coffee to forty or more the next morning. Their homes did not burn and they went back. There were constant alarms.

Fighting the Fires

Gilmore's mill down on the point where the Hoskin-Morainville plant is now, had caught from the Menekaune blaze and was burning. Houses kept catching fire. The women and girls pumped water and men carried wet blankets and covered roofs. This was a common method. Main street, sawdust covered of course, kept blazing up in spots, and we ran with buckets or pitchers, or any thing to stop the spread. I met the late Joseph Fleshiem in one of these sorties, though I did not know it till long after. He had just come off a steamer and was walking up the street, wondering just what he had got into, when a girl came running toward him with a bedroom water pitcher and watering can and said, "The shavings under the porch are on fire. Crawl under and put them out." He crawled while I ran to the bay for more water. The house was George Horvaths, on one of the Victory Park lots.

Fire in the Swamp

Suddenly the swamp which stretched from Ogden avenue to the

river, and was covered with willows and dry grass, (Kirby street was swamp then) was on fire. The only good road, crossing the swamp was Pengilly street, leading to the mills. The older men and women worked along the edge, the women carrying water, the men throwing up fresh earth. The younger folks pumped and carried water also. There was but one good well on the side of the street where the Lloyd store is now, at the Saxton place, later known as the H.P. Bird place. We pumped it dry twice before morning. It was hot, exhausting work. The young boys would lie down a few minutes at a time to rest, then go on--our dresses and shoes were scorched and burned.

Boat in Readiness

One of the big lake steamers had come in about midnight and tied up at Jones dock. Among other things it brought the furniture for Mr. E.L. Parmenter's beautiful new home on what is now called State street, (The home of F.J. Trudell). About two a.m. I was standing on guard at our gate, the others having gone where they were needed more, It was so light from the glare in the sky that I saw Charlie Fairchild coming up the street with a load of furniture and called out, "Why take it to the house? The hills are all on fire back of Kirby Creek (runs through Finntown)." He answered, "Well, they'll get the insurance if it is in the house but not if it is on the boat." He told me the boat was being held at the dock for women and children if needed, some of them fled to it early in the night

. . .

Water Lowered in the Bay

My brother, Charles Ingalls, had personal proof of the lowering of the water in the bay. He was getting out cedar posts on my father's Hay Creek farm which ran from the Magnus Nelson farm clear through to the bay, joining John Quimby's land at Poplar Point . . . Charlie had a lumber ship anchored off the point and a crew of twelve or fifteen men. Sunday morning (October 7) most of them had come up town. Seven people were left, including the farm keeper's daughter, who had remained to get meals for the men. When the fire struck the forest and out-buildings, the cattle and horses were turned loose, except one team which Charlie had kept, hoping to get to town or to shore. Charlie begged the men to get into the wagon, but four of them hastily threw some planks over a hole in the ground and crawled in. Some one spoke of the girl. Charlie looked for her and found her in her bed, with the clothes drawn over her head. He grabbed her, quilt and all, and chucked her into the hole as he started for the shore, for the road was already cut off by flame. One of the men in the hole begged him to write their names on a piece of paper and fasten it on a stump near the hole. Charlie headed for water with one man with him; the team needed no urging.

Loss of Animal Life

When a hot gust would come, the cattle and horses, running ahead, would throw themselves down and bury their noses in the sand for a minute or two. The loss of animal life was terrible that night. Several deer, wolves, and bear were on the edge of the farm yard in the morning; live rabbits ran into the hole with the men and the girl. By some freak of wind, the house did not burn, though barns, fences, and surrounding woods all did. Charlie said the horses ran into the water until it reached the wagon box. He and the man lay down and went to sleep in the wagon and were awakened when the returning water covered them in the morning.

. . .

Peshtigo

Many of the incidents relating to the burning of Peshtigo were told me by the late Mrs. Isaac Stephenson of Marinette. She was a young girl living with her parents and brother at that time. She said, "The whole town seemed to be on fire all at once." People ran madly to the river; some sought refuge in cisterns or wells and were smothered there. Nine members of one family were found in their well. Some lingered to save treasured belongings and died in homes. Like most of the people, she, with her brother, started for the river. She told him (Tom Burns) to go back and help his father and mother; she could go alone. She had not run more than two blocks before she fell exhausted, and would have burned there,

but R.M. Hurt, engineer in charge of construction for the C. & N.W. railroad company came along and picked her up and carried her to the river. The scene was terrible. Men were fighting off the crazed horses and cattle to keep them from trampling men and children under water. Their clothes caught fire as they worked.

Mrs. Stephenson told me that she personally knew of seven confinements which took place during the night. Men laid their coats in the mud and ooze at the foot of the bank for the unfortunate women to lie on, and while women were doing what they could for the sufferers, the men carried water and poured over them. Several of the women died, and only three of the babies lived, so far as she knew. So the night passed in terror, pain and grief. In the morning there was nothing but desolation, no food or shelter for hours. They ate potatoes which were baked in the ground.

Among the incidents I knew about personally was this one: A young French man, Joe Martel, running to the river, saw a little baby lying in the road. He picked it up, carried it into the water and took care of it as well as he could. In the morning the women helped him, but all had their own to care for. The child belonged to a niece of Governor Beebe of Wisconsin. The father and mother died. Governor Beebe provided for the child, also for the young man.

One incident was related to us by Judge Fred Bartels of Peshtigo. When the fire struck the town, he started for Marinette with his horse and buckboard. On the seat with him was the sister of F.J. Trudell. She had recently married and gone to Peshtigo to live. Her husband and another man sat on the back of the buckboard. There was a wall of fire each side of them and the horse ran of its own accord. Suddenly the two men fell off. The young wife tried to jump off but Mr. Bartels held her. He couldn't stop for that would have meant death to all.

At the beginning of the fire, a small lumber train which ran to Peshtigo harbor took as many as it could carry down to the harbor. They were safe and soon in communication with outside towns. The train men tried to get back for another load but could not.

Of course, people in near-by towns were not idle. Men from Marinette and Menominee forced their way through burning logs and hot ashes and brought the sufferers to Marinette. Barracks had been hastily built to house them. Governor Beebe had sent Dr. B.T. Phillips up to take charge. Women of the towns were volunteer nurses. We, in Menominee, helped. We had the Birch Creek refugees and outlying farmers to look after also. From far and near, food and clothing poured in; it continued coming for months.

I asked Mrs. Stephenson once, when I was in her room, where she got such an oddly shaped white petticoat she was putting on. She said, "Well, when I got to Green Bay, I didn't have a gown to put on, but I was immediately given thirteen white petticoats. This is one of them."

After the fire destroyed Birch Creek, it leaped over about ten miles of green forest and burned the beautiful beech forest near what we call Greenwoods. Several days after the fire, I went with some friends to try and locate some of their relatives who lived there. I had spent some weeks with them before the fire. We could not get beyond Birch Creek. It was strange to see these great forest trees lying row after row, as though cut with a scythe, their tops pointing towards the north. The trunks of some of these great trees still lie in the birch grove beyond Birch Creek.

The fire burned so deeply into the peat bogs near Cedar River that it was still burning a year later. At times, during the first winter after, smoke came up through the snow. The fire got a good start early in the evening of the 7th of October (1871), but the height of its fury and destruction came in the morning of the 8th between one and five a.m. approximately.

A BOY'S MEMORY OF THE BIG FIRE
(The Peshtigo Fire)

By Kirk Shepard

My father had the first drug store in Menominee and I recall that the store was quite a hang-out for captains of the sailing vessels from Chicago and Milwaukee that loaded lumber.

. . .

Dad had a soda fountain in the store, one of those old fashioned goose neck affairs and three different kinds of syrup, lemon, vanilla, and strawberry. However, there was another kind that the old salts seemed quite fond of. I think it was called bourbon.

Abner Kirby

Abner Kirby of the Kirby Carpenter company lived in Milwaukee but used to spend a couple of months during the summer in Menominee. As I remember him he was always dressed immaculately, and was a great favorite with all us kids. He used to sit in front of dad's store and organize wrestling matches between us kids. The winner usually got ten cents and sometimes a quarter, if Mr. Kirby felt unusually good. During vacation Mr. Kirby's family frequently came to Menominee. I remember the boys, Henry, Welcome (or Wally as he was called) and Oak; also the two girls, Grace and Susie.

Harbor Improved

During 1870-71 big improvements were made in the harbor and the two large Menominee companies purchased the steamer Favorite and six barges and commenced towing the lumber to Chicago. The barges were formerly sailing vessels with their top masts and jibbooms cut off.

The summer of '71 was unusually dry. I don't think a drop of rain fell during August and September, and on quiet days when no wind was blowing, a pall of smoke hung over the bay, so dense at times that the vessels coming into and leaving Menominee had difficulty in navigating.

. . .

Before the Fire

Sunday, October 8, was warm and sultry, with no wind to speak of, and the people went to church as usual. Father was visiting at his old home in Hartford, Connecticut. A neighbor was running the store, and the clerk was spending Sunday at his home in Green Bay.

About 9 p.m. the wind started to blow quite hard from the west. Mr. Farrier, or Jack Farrier as he was known to everybody in Menominee and Marinette counties, had charge of the store during dad's absence and had closed up rather early. Our family lived over the store. Between nine and ten o'clock Joe LeRoy who ran the Menominee House came down to the store for a gallon of kerosene. He got Farrier out--he lived next door to us--and I heard LeRoy say "There's a big fire coming up in the southeast." The next thing I remember was mother waking us up, and telling us to get dressed as quickly as we could.

Sky is Aflame

At that time boys of ten and thirteen were not overburdened with clothes, just a shirt and trousers, and maybe shoes and stockings on Sunday . . . When I got downstairs and looked out the window, the sky was a red glare from horizon to horizon, and the wind had increased to a gale. Pieces of tree limbs and siding from houses all ablaze were flying overhead and dropping in the bay. Mother said that orders had come that all the women and children were to take to the boats at once. We didn't stop to pack up anything, but I grabbed a small tin box belonging to dad, containing papers and rushing into the store I took all the money in the till and put it in the box. I still have the box.

The Kirby Carpenter docks, where the boats were, jutted out into the bay a short distance north of the mouth of the river at the foot of PenGilly street. On one side of the dock was the Favorite, commanded by Capt. Hutchinson, and on the other side the large towing tug Dunbar was tied up. I think the Dunbar was towing barges for a couple of Wisconsin mills, though I'm not sure. Mother and her brood of three went aboard the Dunbar. The barge Golden Harvest was tied up at the other dock. The Kirby Carpenter company had two docks with a slip about 100 feet wide between.

Wind Was Hot

By this time the wind was blowing hot, like the breath from a furnace. The Dunbar had a long overhanging stern, and when we went aboard I noticed a dozen women sitting in a circle, all praying. Such sights were common that night. The boat crew stood by, ready to cast off, but the fire never reached the docks. Some say that the wind shifted a trifle to the north and carried the fire to the south and east, where it cleaned the point at the river mouth. Gilmore's mill, boarding house and other buildings, also Menekaune across the river caught fire.

As I wouldn't stay put in one place very long, I sneaked off the boat and went out on the dock. It was light as day, and from the end of the dock I could plainly see the point at the mouth of the river, also Menekaune. Buildings would suddenly burst into flames with apparently no fire near them.

Refused Peddler Safety

I then walked over to the Favorite where women and children were still coming aboard. At that time pack peddlers were quite common. They'd go from door to door with their big packs strapped on their backs and sell anything from a silk dress to a paper of pins. While standing near the Favorite's gang plank I saw one of these peddlers come along. He had his pack on his back and was going aboard the boat. The mate and one of the crew were stationed there to see that no men came aboard unless they were unable to fight fire. The mate stopped him and told him that he'd have to go and fight fire with the other men. He then wanted to leave his pack on the boat, and was refused. Then he started trying to bribe the mate, first offering $10, then $25 and finally $50. Then the mate lit into him with the finest assortment of cuss words I ever heard in my young life, and living in a sawmill town I'd heard a few. The peddler went off with his pack, but whether he fought fire I never knew.

From the dock I could see the side wheel steamer Union tied up at Philbrook's ship dock in Menekaune. The Union ran from Green Bay to Menominee and other bay ports. The Union was commanded by Captain Hawley, whose son became chief of police in Green Bay. Some have said that when the fire got close, the Union left the dock and started for the bay but on account of the heavy load of women and children she carried and the gale that was blowing, she turned back at the mouth of the river and returned to the dock.

Pits for Treasures

During the night the wind went down, and at daylight the women were anxious to go to their various homes. I don't think that anyone slept that night except the very small children. Mother took us home early, and we were surprised to find everything just as we had left it, except a large oak tree in our back yard had blown down.

Monday was a busy day in the drug store. Our clerk couldn't get back from Green Bay as no trains were running, and the calls for lime water kept Jack Farrier humping.

We noticed some of our neighbors on Main street digging large pits in the sand on the bay shore to bury their belongings, so my brother and I started to dig one. The only thing I remember that went into it was our old muzzle loading single barreled shot gun.

Peshtigo's Fate

Sometime on Monday the news came—I don't remember how—that Peshtigo was entirely destroyed and a lot of people burned to death. It seemed that everyone was in a kind of

daze, not knowing what to expect.

Monday afternoon a man came around—I think it was "Bob" Stephenson—and told the women to take the children and go aboard the boats again, as the danger wasn't over. So right after supper we went aboard the barge Golden Harvest lying at the Kirby Carpenter company south dock. We brought along blankets and pillows and were herded down into the hold as no lumber had been loaded, all the men were fighting fire.

During the night a number of Peshtigo survivors came aboard. Some of them were quite badly burned.

Chicago is Burning

Sometime during the night, the mate from the Favorite came down into the hold where we huddled. "Say," he said in a very loud voice, "there's a woman on the Favorite going to have a baby and I've got to have help." Mother, kind of handy at that sort of thing, volunteered. Whether the fire baby was a boy or girl, I don't know, but have often wondered where he or she is.

Just as it was getting daylight we heard rain pattering on the deck overhead. Then the tenseness broke. Someone started a hymn, and all joined in. It was an October Thanksgiving. At daylight we all went home. Menominee had been saved, probably by some freak of the wind. Those who saw that fire will never forget that awful glare covering the whole sky. I was ten years old at the time, and I'll never forget it. Monday noon the propeller Truesdal of the Goodrich Line came into the dock and I heard the captain say, "Chicago is burning up and the whole country is doomed."

FLAMING GALE

By Alice Judy Behrend

I sit and rock,
And crab tree buds recall
The sprigs of peach you brought
    the day we were married in April, 1868.
The Big Vermilion raged,
    but you crossed the torrent twice
    to bring my last sweet memory of Spring
    on the prairie.
North, always North, we went,
Four hundred miles in a buckboard.

And now this clearing looks much as it did
    the day we drove in.
A fenceless patch of timothy and garden truck
    and grain.
Sometimes I wonder why we never prospered
    like our neighbors did.
I guess ...
But you never worked in lumber camps
    like most our German settlers did —
The wintertimes were long enough without leaving
    me alone with chores and storms and babies.
And then, the Fire ...
I guess we never got our senses back.
You don't hear much about it nowadays —
    the Great Peshtigo Fire.

This May, new tractors rip the growing sod
    and I remember, better than ever,
    the Spring of 1871.
No winter's snow, no showers, the thirsting land
    could scarcely sprout our seeds,
It's terrible not to have a garden.

In July, rain fell to lay the dust.
You scythed rye and wheat for hay.
In August, miserly rain clouds rolled across
and left a small respite from the scalding
sun and you went to work in the woodenware
factory in Peshtigo Harbor.
The babies had to eat somehow.
A quick and blessed shower fell in September;
I stood outdoors, the wetness of it falling
in my face, praying for a deluge to soak
the gasping earth.
It rained enough to let us dig the potato marbles,
then starving Indians, with ponies hitched
to travois, stole them anyway.
The swamps were dry as straw, the cows went dry.
You plowed around the whole clearing.
The sun was pale in the smoke of the sky.
A railroad gang set slashing fires that smoldered
deep in peaty bogs.

The first of October Mama sent twenty-five dollars.
Our clothes were rags: on Saturday, the seventh,
you put the shafts into the buckboard,
and I started to Marinette with little Carl
cuddled on the seat beside me.
At Peshtigo the air was like a great mosquito smudge;
our eyes began to smart and run.
Then the wind whipped up, and I thought I heard a faint,
a sort of a rolling roar in the south or west.
Challis and calfskin lost their charm.
I had a feeling God was on the warpath, so to speak:
I turned Dundee around and let out for home
down the sawdust road.
There you were, packing food and clothes in canvas sacks;
you looked so dear to me, but you were mad.
You grabbed up Baby Arnold and yelled at me,

"My God, Woman! Why didn't you stay in town?
I don't know what we're going to do!"
"It's only smoke," I said.
And I believed it like the ones who stayed at home
until the hurricane of fire struck at them,
driving them to broiling brooks
and suffocating wells
and little piles of black crisp and white ash
by the gutted roadsides.
I gathered up the babies and stayed inside the thick
cool walls of our log house.
You put the tongue into the buckboard and fed the horses.
You aimed to flee,
Anywhere ...
But there I sat with my babies,
As blind with fear as an old mare that takes her colt
and dashes back to a blazing barn.

A sort of calm and darkness came at five o'clock.
We spent that Saturday night, October seventh,
listening, watching a glow in the sky
while the boys slept serenely on the bed.
When morning came you went for water.
The air was full of vapor; the world didn't seem real.
You hitched the horses to the loaded buckboard
and tied them to the corner of the house.
By four o'clock that Sunday afternoon, a wind came up:
at eight, it struck the house with cyclone force.
I ran to the window.
I screamed to you, "Bert! Bert! The babies! LET'S GO!"
The wind was full of flames.
We took the boys and leaped to the buckboard. The horses
were striking at the logs with their forefeet
as you jerked the hitching rein.
I sat between your knees with both the boys.
The horses tore out dragging the bounding wagon behind.

The trunk fell out. Small bits of blazing limbs
began to land about us. My long hair streamed toward
the horses and burst into bright stinking flame.
You put it out with your hands.
Then Dundee's tail caught fire: you put it out and the
dash caught.
You threw more blankets over us and wrenched
and bent the blazing thing until it fell
beside the lurching wheels.
Crouching, standing, on you went, through the smothering
smoke, fighting whirling brands with your hands,
your face bared out to the scorch.
Our minds struggled at the bottom of a whirlpool,
praying, praying, praying.
Until the horses turned into a supply road running
north.
We crossed a little creek.
A man, huddled with his family in the mud of it, yelled —
And yelled,
Our team flew past.
Until you died, you remembered.

Then the river!
Green fringes of the Peshtigo!
The horses, veering, passed a wagon with the horse
dead on the ground.
Ahead, a woman ran with a baby and two little girls.
Somehow, you hauled our horses in
until they scrambled on.
The buckboard rocked down to the river;
a snag fell in front of us;
we bounced over.
We never even heard the woman and her children
fall out.
The bridge was afire.
You pulled Dundee until he fell
with Max rolling and striking on top of him.
The scorching air ...

We sank to our necks in the cold yellow water
with floating, hissing logs,
And tame animals and wild humans.

Max tore off his harness and leaped back into the fire
where the woman and her children were.
Babies suffocated,
Children drowned,
Men went mad of dipping blankets,
Women gave birth.
Then the fire raced on to Lake Michigan.
Leaving
Little piles of black crisp and white ash,
Rigid, prostrate, kneeling, sprawling forms
in wells, in furrows, in obliterated farms,
and a smoldering twisted mill town.
And the little pink patches in my white hair.

NOTE: This poem by
Mrs. Behrend of Ingallston,
Michigan, in Menominee
county, was first published
in the Menominee Herald-
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WHEN THE CHICAGO NORTHWESTERN RAILROAD CAME TO MENOMINEE COUNTY

By Louis Nadeau

My own recollections of Menominee County go back to 1871, but as Mrs. Nadeau is a daughter of J. R. Brooks I go back to mention that in 1864 he was selected to lay out the Green Bay and Bay de Noc road (on the route of the Old Birch Creek and Bay Shore roads) north from Menominee—so we have been interested in Menominee county's highways for quite a spell.

Peshtigo Fire

In 1871 we lived in Green Bay and my father, Barney Nadeau, then but recently discharged from service in the Civil War, was employed as a foreman by a contractor named Wallace who was building the Chicago & Northwestern Railroad from Green Bay to Marinette. On October 8 the Peshtigo fire occurred. It had been a very dry year and along the latter part of the summer they had had quite a lot of trouble with fires set in clearing the right-of-way. I remember the one place south of Oconto where a large part of the grade, which was mostly peat, burned up.

At the time of the Peshtigo fire father's camp was about one mile north of Peshtigo. My brother, David, was in the crew, employed as a waterboy. Their camp was on a sandy knoll just north of which there was quite a deep swamp, which was ditched in making the grade. The night of the fire they saw the light and heard the roar some time before the fire neared them. Some of the men wanted to run, but father convinced them it was smarter to stay where they were.

Spared by Fire

They buried their bedding and most of the supplies in deep ditches and intended lying down themselves with their faces in what little water there was with the rest of their bodies covered with sand to prevent their clothes from burning. Through one of the pranks that the fire played it split at the south end of the ridge and went both sides of them, leaving unharmed only a very small area on which their camp was located.

The next morning the entire crew, my father and brother Dave among them, walked down to Peshtigo and saw many terrible sights which there is no point in repeating here. While they were in Peshtigo a call for help came from Marinette by messenger and for the next several days the entire crew fought to save that city on a circle that was established to the south of the town.

First Railroad

In the spring of 1872 Mr. Wallace took a contract to build the main line of the Chicago & Northwestern from Menominee to Escanaba and father went with him, this time as a sub-contractor. The first job was Sections 6 and 7 near Birch Creek. The camp was built where the old State road crossed the railroad below Birch Creek between the Julius Theuerkauf farm buildings and the track. Our family came up from Green Bay and we all lived in the construction camps until the job was finished in December.

At this time Menominee county, north of Birch Creek, was practically virgin forest, except for pine cutting along the Menominee River and with a few minor exceptions which I will note briefly. A farm at Ingalls had been started in 1858 by Thomas Caldwell. That farm later passed to Louis Dobeas, who built the first store in Ingalls in 1879. There was a small settlement near Ford River and a farm, so called, south of the railroad near Bark River may have been in this (Menominee) county.

Graded By Hand

The clearing of the right-of-way was mostly done on a piecework basis in one hundred foot units and much of the grading was done by hand. In the swamps the grade was shovelled up by hand from the ditches---some used wheelbarrows and planks. It was only in the large cuts that work was done with teams with scrapers and wagons.

Father's next job was Section 13 (near Wallace) and then he went to Sections 39 and 40 just south of Powers and built his camp at about the location of the old Sterling house east of the track at Kloman just above the schoolhouse which was removed in the building of the county road. This job wasn't finished until December and fires were kept in the cuts nights to keep the ground from freezing. In the swamps which is now the lower end of the Powers railroad yard there was heavy tamarack timber which was felled lengthwise the right-of-way instead of being removed and then the ties were laid across the trees without dirt filling and the first trains went over the track in that condition.

Building Crews Meet

There had been crews working out of Escanaba and they met on the bridge between Powers and Spalding in the week between Christmas 1872 and the 1873 New Year's Day. The construction of this part of the railroad was paid for with a land grant under a contract that provided that a train must run from Menominee to Escanaba by January 1, 1873.

They made it with two or three days to spare, but there was no ballast on the ties in the swamps and they practically went over the tops of the hills. It took all of 1873 with gravel trains to make the railroad usable. After the grade was finished across the swamp south of Powers it dropped through the bog and had to be moved to one side on more ties with trees holding them up and for several months a train poured stones and dirt into the hole before they could put the track back on the original right-of-way.

First Houses

The first houses along the railroad were the section houses built by the company. At Powers they also put up a small building in which George Haggerson was the first operator and agent. The first store at Powers was built in 1874 by A.A. Archibald, who later sold it to George Westman, and he to Charles Bradner.

In the spring of 1873 father took the job of boarding the crews of the gravel trains. At Bagley they built a large frame camp out of twelve inch white pine boards stood on ends with battens over the joints---regular barn construction. For several months there were about 100 men in this camp and then another camp was built near Wilson and another at Section 47 at Indian-town. I was put in charge of this last camp although only fifteen years old, with Marcel Dumas and a cook named Quimby, who had a peg-leg.

Each camp had a "van" and this #7 camp was my first merchandising experience. (NOTE: Mr. Nadeau until his retirement was a store operator at Nadeau.) I had charge of the van besides having to keep the records and help wash the dishes. The men called me the "Tobacco Boss". (NOTE: A "van" was a camp store, supplying men with tobacco, clothing, etc.) The first time the pay car came along the construction engineer had quite a time convincing the paymaster that it was safe to turn over $2,000---which was a lot of money in those days---to a 15-year-old kid. The construction engineer in charge of this work was Frank H. Van Cleve, then little more than a boy himself.

Father took the money he earned in this railroad work and went into the hotel business at Marinette, but with his lack of experience and the 1873 panic it was soon necessary for the family to resume its interest in the development of Menominee county, for in 1874 the family moved onto a soldier's homestead where the town of Nadeau is now located. The trains

those days were drawn by "wood-burners" and for the next few years the family income came largely from fuel wood for the engines.

Wood For Iron Horse

The furnishing of this fuel wood really started the first settlements in the central part of the county. Just south of Nadeau, Wendle Worley established a wood camp which became a farm now owned by Joe King. Charles Russell, who the first fall shot one of his own oxen with a headlight between the logs of his partly built barn, took up a 160 acre homestead to the north of us and started a farm now split into two 80 acre farms owned by Henry Mercier and Dick Menard.

The panic of 1873 which put our family back into Menominee county slowed things up a lot, but a few small businesses started along the line of the new railroad. In 1873 Mellen Smith built a mill in Wallace. In 1874 S. A. Benjamin built a small mill at Ingalls. In 1877 Andrew Lundquist and Mose Landre built a mill at Ingalls that burned in 1882. In 1880 Norwood Bowers built a mill at Ingalls that burned in 1883. Ira Carley and E. L. Parmenter built another mill at Ingalls in 1883 of which Mr. Carley became the sole owner in 1892.

First Nadeau Mill

The first mill at Nadeau was built in 1875 by Schomer and Gallagher of Oshkosh. This mill ran about two years and I worked for them setting and riding carriage. They used a circular saw and the power was a two horse tread power, such as were later used by small threshing machines. In the winter of 1880, the year I was 21, my brother Dave and I formed the firm of Nadeau Brothers and logged for the H. Whitbeck company of Marinette. The next year we cut cedar poles, posts, tie cuts, etc., and drove them down the Little Cedar River to Stephenson for M.C. Burch, who built a mill there. This mill was sold to H. P. Bird who moved it to Wausaukee.

In 1880 Louis Fircier and Theodore Ruhens built a small mill at Nadeau about where the August Jean mill is now located. Nadeau Brothers had a small store and furnished supplies for this mill and a camp and in about a year had a camp and a mill in settlement for the account. After permitting this mill to stand idle for a couple of years we moved it over to the east side of the track and it became the first of six mills in about the same location that we built and which were destroyed by fire.

Carney Stave Mill

The first mill at Carney was a stave mill built by the Menasha Wooden-Ware Company and operated by them for many years. It stood just above the present railroad section house south of the village. It was built about 1890 and ran until about 1910. Matheys & Leahay later operated a small mill in about the same location.

About 1880 George Westman and Wilson Brothers of Marinette built a mill at Daggett. They operated a few years and established a store in which they employed John Dunham as manager and they later sold the store to him. Westman moved his mill west and established the town of Westman, Idaho. S. J. Mathey and Frank McGillan of Green Bay built a mill at Nadeau about 1896 and operated it for about 10 years.

Fire is Signal

When we moved onto the homestead at Nadeau in 1874 the house was a quarter-mile from the railroad down a woods trail. When we wanted to take the train we went down to the tracks and built a fire which stopped the train, provided heat when it was cold and helped keep off the mosquitoes in summer. There was one train a day and it hauled everything and was faster than walking. In a couple of years a market developed for bark, poles, etc., and a short spur track was built for us.

The first schoolhouse in Nadeau township--still District No. 1--was about a mile north from the spur and there was no road but the railroad. (NOTE: District No. 1 was in later years known as Holmer school. It continued to operate as a separate district until 1936 when Nadeau Township unit was formed. The last teacher there was Miss Fern Barker in the year 1935-36.) On Saturday a car of lumber was set out on the spur for our school. Sunday we got together every person in the proposed district, pushed the car out on the main line, ran it up the track a mile and unloaded it and then pushed it back and out on the siding without getting caught at it. We were pretty badly worried because it took longer than anticipated.

Spalding Holdings Sold

About 1874 the Spalding Lumber Company built a mill on the bank of the Big Cedar River at Spalding---they already had one at the mouth of the river. This mill was operated by them as long as there was pine to cut, but Mr. Spalding saw no future in the other timber and sold the Spalding mill to Ross Brothers, who operated it for a number of years and bought all of the Spalding Company holdings north of the railroad. About the same time the Spalding holdings south of the railroad and the mill at the mouth of the river were sold to Samuel Crawford, who had experience in the manufacture of hemlock in Pennsylvania and was very successful at Cedar River.

The mill companies in Menominee and Marinette were logging all along the Menominee River and hauled their supplies by team up the old State Road. They early established the Relay Farm and the Pembina Farm. As soon as the railroad was completed they built a road across through the present location of Nathan from Carney to the Pembina Farm which was just below the Pembina Falls. This was in about 1874 and at that time they built a warehouse at Carney and put Andrew Porterfield in charge. He built the first house in Carney and started a farm on which he lived for many years. He was a valuable citizen in the community and many years later served Menominee County well as a construction foreman when the old County Road No. 1 was being built. The supply road from Carney to the Pembina Farm was laid out and built by James Holmes.

Charcoal Kilns

The most important industry to the early development of farms in the county was the charcoal kilns. The furnace at Menominee was built in 1872 and they soon built kilns at several points along the line. A little later the Fox River Iron Company of DePere built kilns at Carney, Nadeau, Wilson, Harris, and Kloman. One set was operated by a man named Phillips several miles east from Stephenson and he had to haul his coal to the track.

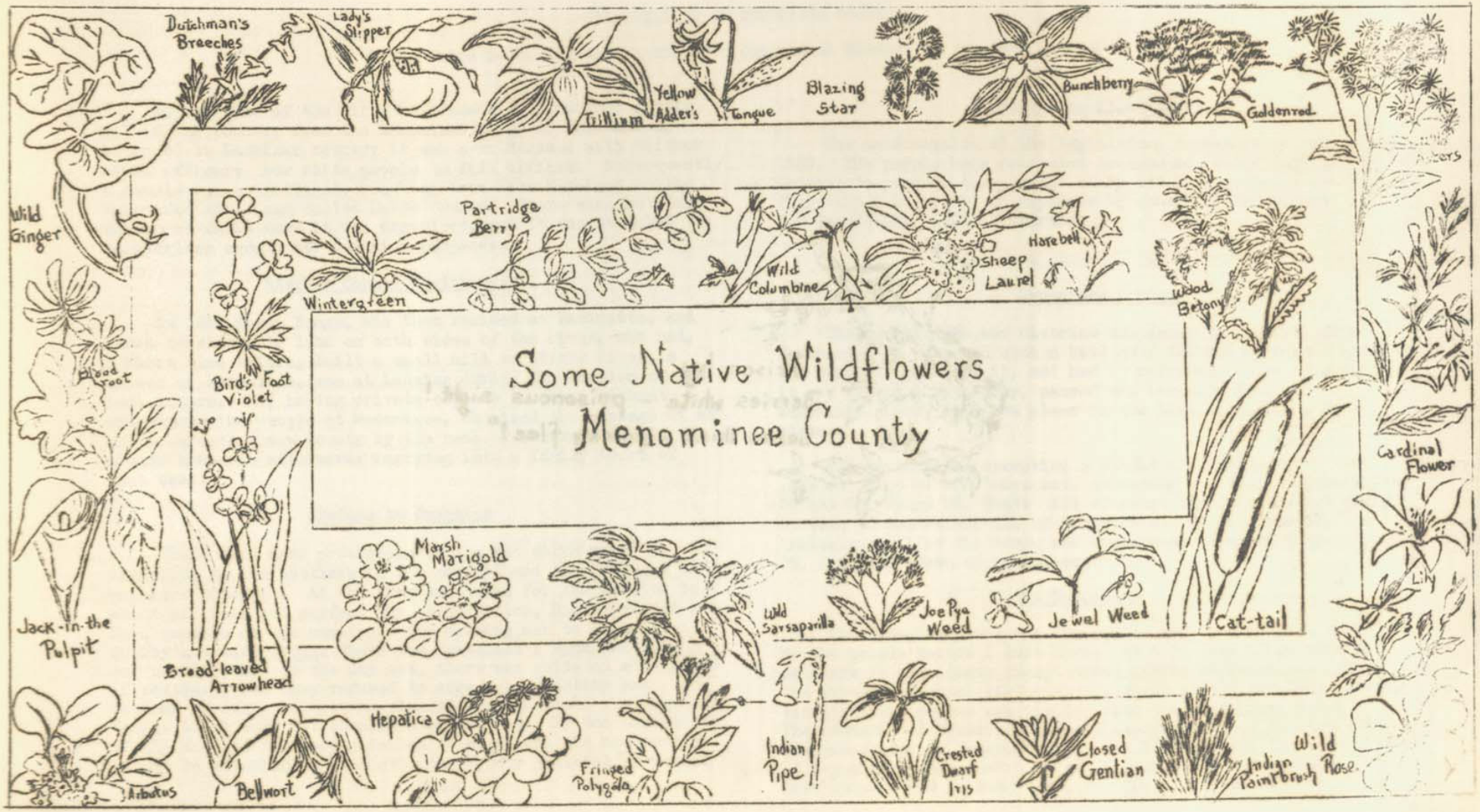
These kilns used up all the hardwood down almost to twigs and as the hardwood stumps soon rotted the settler had gone a long way toward clearing a farm when he finished cutting this kiln wood. We hauled stone all one summer for the kilns at Nadeau and then operated them for many years after they were built.

What is now the large IXL plant at Hermansville was started by C.J.L. Meyers in 1878, but it was 1887 before the manufacture of flooring commenced.

Road Commissioner

The post-office at Nadeau was established in 1880 and Barney Nadeau, Sr., my father, was the first postmaster. He served many years until he lost his sight. Stephenson Township originally extended up to Spalding Township and my father was the first highway commissioner. Through his efforts Nadeau Township, nine miles square, was cut off the north end of Stephenson Township, and he was the first supervisor.

The development of Menominee county's road system with which I was so actively connected for over 30 years is in itself a very important chapter in the development of the county. Frank L. Betts covered this so fully in his first annual report to the board of supervisors that I need do no more than refer to it.


Some Native Wildflowers
Menominee County
Dutchman's Breeches
Lady's Slipper
Trillium
Yellow Adder's Tongue
Blazing Star
Bunchberry
Goldenrod
Wild Ginger
Partridge Berry
Wintergreen
Wild Columbine
Sheep Laurel
Harebell
Wood Betony
Bird's Foot Violet
Blood Root
Marsh Marigold
Wild Sarsaparilla
Joe Pye Weed
Jewel Weed
Cat-tail
Cardinal Flower
Lily
Jack-in-the Pulpit
Broad-leaved Arrowhead
Hepatica
Indian Pipe
Crested Dwarf Iris
Closed Gentian
Wild Indian Paintbrush Rose
Arbutus
Bellwort
Fringed Polygala

Poison Ivy

"Berries white - poisonous sight!

Leaves three - quickly flee!"

ORGANIZATION OF MENOMINEE COUNTY

By Judge E. S. Ingalls in his 1876 Centennial History of the Twin Cities

At the time of the first settlement of Menominee county all of the country from the Menominee River to Lake Huron, belonged to Mackinac county; it was a wilderness with neither civil officers, nor white people to fill offices. Subsequently a county was established, reaching from Lake Michigan to the Menominee River and called Delta County. There were but few white men in it when it was organized, and it was attached to Mackinac county for judicial purposes.

Bleeker County Beginnings

In 1861 Anson Bangs, who then resided at Marinette, and owned considerable land on both sides of the river, and had, a short time before, built a small mill on Little River, a branch of Menominee, was at Lansing during the session of the legislature. He, having private objects in view, without consulting the people at Menominee, obtained the passage of an act to create a new county by the name of Bleeker—an old Albany name—he afterwards marrying into a family there of that name.

Refuse to Organize

There were many provisions of the act which were obnoxious to the settlers in the county, and they refused to organize under it. At the time appointed for the meeting to elect officers and perfect the organization, Bangs was not in this section of the country. The meeting was to be held at Quimby's tavern (NOTE: Where the Lumbermen's Bank building now stands), and on the day set, there was quite an attendance of settlers, but they refused to organize a meeting and instead of doing so, got up placards and charcoal sketches of Bangs, which were not complimentary to him. By the provisions of the act, if the people failed to organize, the new county was to be attached to Marquette county for judicial purposes.

. . . . .

Judge Ingalls at Lansing

The next session of the legislature commenced in January, 1863. The people here concluded to send me (Judge Ingalls) to Lansing to procure the passage of an act to organize a county. They raised money for my expenses by contribution, and on New Year's Day, 1863, I started.

. . . . .

Menominee County

The member from our district was James S. Pendall, from Marquette. I prepared such a bill as I thought we needed and Mr. Pendall presented it, and had it referred. Soon afterwards it was reported favorably, passed and became a law, and Menominee county took its place in the list of counties of the state.

Its boundaries, excepting a slight alteration, were the same as those of the Bangs act, embracing the fractional Townships 35 and 36, Range 24, West: All of Range 25, from the bay shore to town 41 inclusive; all of Range 26 and 27, to Town 41, inclusive; all of the towns and fractional towns in Ranges 28, 29, 30, 31 to Town 41 inclusive.

Two Townships

The name Menominee for the county had been decided upon by the people before I left home. At that time there were no settlers in the county except those living at Menominee and up the river, and those living at the mouth of the Big Cedar River, therefore the county was divided into two townships, viz.; The township of Cedarville, which embraced all of the towns in the new county in Ranges 24, 25, and 26 West, and the township of Menominee, which embraced all of Range 27, and the towns and fractional towns in Ranges 28, 29, 30, and 31 West.

First County Seat

. . . By the provisions of the act, the county seat was to be located in Town 31, North, Range 27, West.

John Quimby, Sr., Nicholas Gewehr, and E. S. Ingalls were appointed to locate the same. The commissioners in the spring of 1863, located it . . . in Menominee opposite the Quimby Hotel. A clerk's office and jail were afterwards erected.

In 1874, the people having decided to build a courthouse, the board of supervisors bought two acres of land on Ogden Avenue, and removed the county seat to that place. (NOTE: It still remains in this location in 1940.)

. . . . . .

. . . By the middle of May, 1863, the officers had all qualified and the county was fully organized.

. . . . . .

Ingallston Township

At the session of the legislature in the year 1867 an act was passed providing for the organization of a new township to be known as Ingallston. It included in its boundaries all the townships in Range 26, from Town 33 to 41 inclusive. There being but few settlers in the township it did not adopt a township organization until 1873.

. . . . . .

Judicial Circuit

At the time of Menominee county organization (1863) there were no judicial circuits in the upper peninsula. We had a court styled "The District Court of the Upper Peninsula," with the same powers as circuit court. The Honorable Daniel Goodwin was judge, and had held the position since the district was first judicially organized . . . In 1863 the legislature passed an act creating the 11th judicial circuit in place of the district court . . .

There were but few people here when the county was organized, many of those being transient men were not voters. At the first election held in Menominee the number of votes cast was 45 and in the town of Cedarville 10. (NOTE: State authorities in 1864 listed the entire population of Menominee County, men, women, and children, as 496.)

. . . Having organized a county seat, it was necessary to have a post-office, and the department established one at Menominee in the year 1863, and Norman R. Soule was appointed postmaster (NOTE: Judge Ingalls performed the actual duties.) and held the office until the next year, when Samuel W. Abbott was appointed . . . At first he had to go to Menekaune for the mail-bag in the summer season, and sometimes in the winter. In the summer the mail came three times a week from Green Bay by boat, and in winter by stage.

No Roads

There were no roads in the county except a very poor supply road leading up the Menominee River, which the mill companies had cut out for a winter road, and which could hardly be traversed by a wagon during the summer. (NOTE: And there was no bridge across the Menominee River until 1867 when one was built between Dunlap Square, Marinette and Bridge Street, Menominee.)

Grants for Roads

While Anson Bangs was at Lansing during the session of the legislature of 1861 he did one thing which proved a great benefit to the county, which ought to be set off against his mismove in trying to organize the county of Bleeker. He caused an act to be passed, granting two sections of land to each mile for the purpose of constructing a state road from Menominee to Masonville, in Delta county, to be called the Green Bay and Bay de Noc road, and the same amount for a road from the mouth of the Menominee River to a point in Marquette county, to be called the Wisconsin & Lake Superior State road.

It was generally thought that no person could afford to build any sort of a road for the grant. At that time plenty of land was to be entered for one dollar and twenty-five cents per acre, and by buying road script, state lands could be

obtained for one dollar per acre. It was thought that the country was so swampy between Menominee village and Delta county, that a road could not be built without great expense.

The only way the people of Lake Superior could get to the outside world, as it was then called, in the winter, was by crossing the divide with dog trains, to the head of Little Bay de Noc and then follow the beach to Green Bay.

Hon. Peter White of Marquette, once told me (Judge Ingalls) on one occasion when he was compelled to come down into Wisconsin in the winter, it took him three weeks to make the journey from that place to Green Bay city.

Bay de Noc Road

. . . In the summer of 1863 C. T. Harvey had opened a road from Masonville (Delta county) to Marquette.

In the spring of 1864 application was made to the governor and Josiah R. Brooks was appointed commissioner to lay out and cause the road to be constructed, and he had the road surveyed, (R. L. Hall having charge of the survey), and took steps to let a contract for its construction.

But the greatest difficulty was to find any one to undertake it, and when the time appointed to let the contract came, there was not a person to put in a bid. Being determined that a road should be built, the writer put in a bid to construct all of the road that lay in Menominee county, for the grant, and executed the necessary papers.

. . . . .

My contract only required that the road should be cut through sixteen feet wide, that year, so that the road would be available for winter use, and provided for its completion afterwards.

. . . . .

On the fifth day of December my men had got through and T. T. Hawley coming through shortly afterward and finding that he could carry the mails through on it, in a few days had a line of stages running over it, and thus secured the mail route for Lake Superior, through Menominee . . .

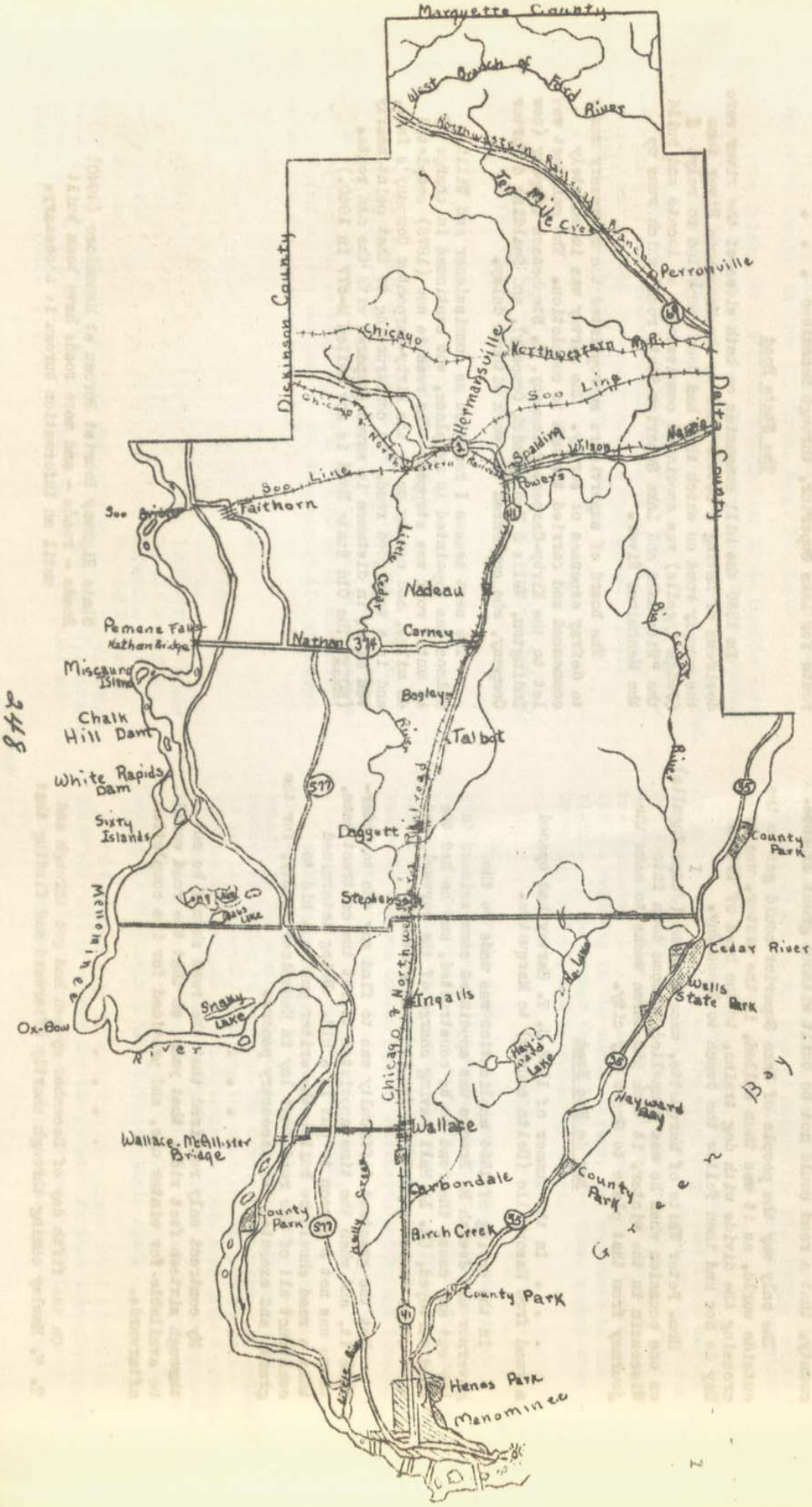
The State Road

In 1866 the mill companies on both sides of the river were desirous of having a better road up the Menominee River than the supply road on which they had been compelled to rely. I (Judge Ingalls) was appointed commissioner to locate and build the "Wisconsin and Lake Superior State road" which runs up the Menominee River.

The board of supervisors appropriated the necessary money to defray expenses of survey. The survey was immediately commenced and carried through to completion. The contract was let to the Kirby-Carpenter Company, R. Stephenson Company (now Ludington, Wells & Van Schaick Company), and Spalding & Porter Company, who commenced the work without delay.

The next season I resigned as commissioner and William Holmes was appointed in my place, who continued in charge of it until work was stopped. The road is now (1876) completed 42 miles, and nearly up to the Kirby-Carpenter Company's farm, and is a very good road. In constructing to that point nearly ten miles in distance is saved compared with the old route. (NOTE: The Old State Road is now called M-577 in 1940.)

State Highway Tourist Bureau at Menominee (1940)
Roads - roads - and more roads have been built until an information bureau is necessary.


Marquette County
West Branch of Ford River
Northwestern Railroad
Ten Mile Creek
Manca
Perronville
Dickinson County
Chicago
Northwestern R.R.
Hermansville
Soo Line
Spalding
Wilson
Nahma
Delta County
Powers
Soo Line
Soo Bridge
Faithorn
Little Cedar
Nadeau
Pemene Falls
Nathan Bridge
Nathan
Carney
Big Cedar River
Miscauno Island
Bagley
Chalk Hill Dam
Talbot
White Rapids Dam
Sixty Islands
Daggett
County Park
Menominee
Stephenson
Cedar River
Wells State Park
Ox-Bow
Ingalls
Chicago & Northwestern Railroad
Hayward Lake
Hayward Bay
Wallace
Wallace-McAllister Bridge
Carbondale
County Park
Birch Creek
County Park
Henes Park
Menominee
Bay

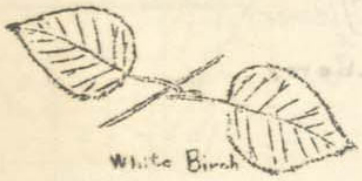

Hickory


Horsechestnut


Yellow Pine


Balm of
Gilead

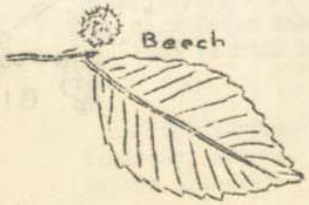

Balsam Fir


White Birch

Townships


Black Spruce


Elm


Beech


Scrub Oak


Blackhaw


Ironwood

Bittersweet

Blueberry

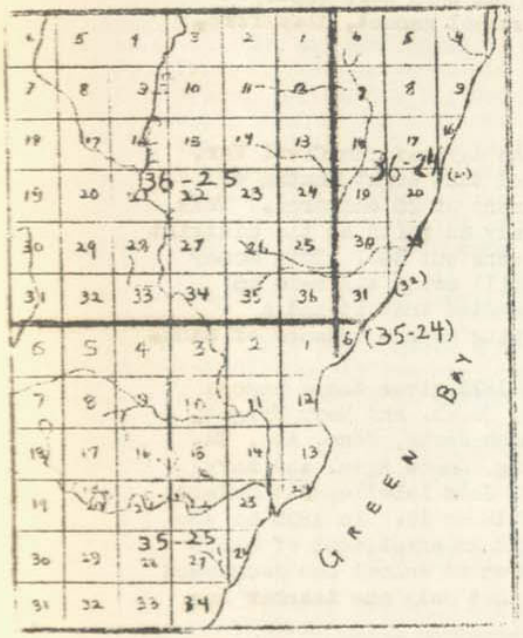
Strawberry

Raspberry

Blackberry

CEDARVILLE TOWNSHIP

What Early Surveyors Saw



Years before the county was organized, surveyors laid out townships and subdivided them into sections. That part of Menominee County now known as Cedarville Township contains all of 36-25 (that is, Town 36 North of Range 25 West) and the three fractional towns, 36-24, 35-25, and 35-24.

As early as September, 1847 a few lines were run by surveyors in what is now Cedarville Township. The following July found James H. Mullett, D.S. and his men in the field, correcting earlier lines and completing the work. The survey was finished late in October, 1848 and certified a few weeks later. The surveyor's field notes of 1848 carry some of his observations.

35-25

The notes mention a mill and a dam already established in Sec. 11. The summary for this township says: "The surface of this township is level, mostly swamp, interspersed with ridges of poor, third-rate sandy land. Timbered with aspen, birch, fir, maple, hemlock, all of small growth. Swamps generally wet. Timbered with tamarack, cedar, spruce, fir, black ash, etc. Streams rapid with stony bottom. The white pine along north boundary or near it has been mostly cut off."

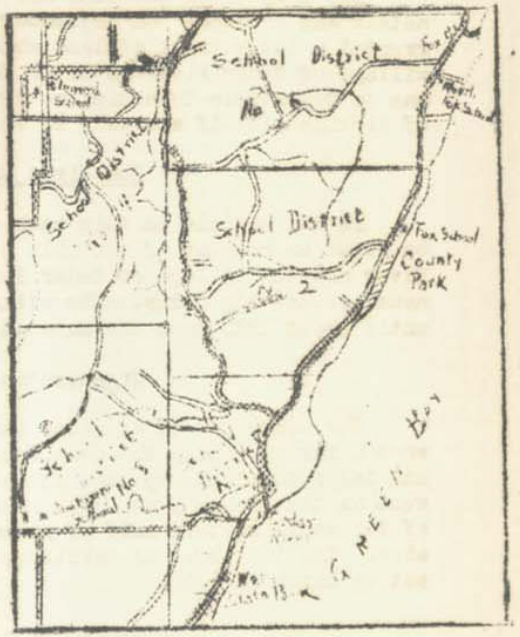
In the northwest part of this township the surveyor mentions "a stream 24 links wide which I crossed five times in running 750 links." Perhaps it was chilly business in October to cross a fifteen foot stream five times in working forward 500 feet.

36-25

"This township except swamp is mostly ridges of poor third rate sandy soil timbered with hemlock, white and yellow pine, birch, fir, maple, etc. Some first-rate white pine along and near Cedar River. Along the west boundary of this township the land is much better than along the east boundary."

36-24

"The surface of this township is nearly all swamp. Cedar, tamarack, spruce, fir, aspen, birch, etc. with considerable fallen timber."



As the increasing population required, roads and bridges were built, school districts were laid out, and post-offices were established. Villages grew, then waned. Some of the land along the shore of Green Bay was set off in parks. No railroad enters the bounds of Cedarville Township.

The First Land Patent

Not long after the land had been surveyed, the first land patent was granted. On September 30, 1850 Sylvester Lind was granted a large tract of land which included the site of the village of Cedar River as later founded. At that time there was no Cedarville Township, no Menominee County, and the state of Michigan itself was only 13 years old.

The First Mill

In the article in this book on the Lumbering Era there will be found an account of the mill erected upstream on the Cedar River and the village of Cedar Forks which grew up near the mouth of the Big Cedar. The village was known as Cedar Forks until about 1883 when the name was changed to Cedar River.

Organization

The heavy growth of cedar in the vicinity afforded ample reason for attaching the name Cedar to the river, the village, and later the township when it was organized in 1863. As time went on the township was pared down from its original state of the whole eastern half of Menominee County to its present size. The last loss of territory was when Gourley was separately set up later in 1920.

Later Milling Operations

Following the early mill operations came the company headed by Jesse Spalding which had immense timber holdings in Menominee and Delta counties. Lemoyne, Hubbard, & Wood took over for a few years, but about 1876 the Spalding company was back and continued extensive operations until finally selling out to the Crawford Brothers of Forest County, Pennsylvania in 1898. The Crawfords logged on a large scale until the timber was exhausted more than twenty years later.

Cedar River

Visiting the little village of Cedar River in 1940, one finds it hard to believe in the extent of operations and the size of the village back in the days when almost all of Menominee County was a wilderness. True, Cedar Forks like most sawmill towns had few families in proportion to the whole population as many single men and boys were employed in the woods and at the mill. The school cannot, therefore, be taken as an index of population.

Schools

In the year 1864-65, back in the days of the Civil War, Robert McCullough, director, reported that eight months of school had been held with an enrollment of 25 children. This school must have been operated largely on faith as the district owned no building and its receipts were but $40. This money was paid the teacher and the $152 still owing was made up later. For 1868-69 the district reported that it had a building valued at $80 and was carrying over a balance of $181.

The district school census for 1872 gives these names: Annie and Margaret McCullough, Bill, Sarah, and Mary Wright, Agnes, George, Frank, Alex, and Joseph Jerue, Jane, Abe, Ed, and Andrew Nesbitt, William Armstrong, James Egan, and Mary Curn. Michael Rooter, Louis Schall, John LaBelle, Pat McMahn, and Cyp. Burnette were young men of 18 or 19. In 1895-96 the school employed two teachers, and had an enrollment of about 65. Since 1925 the number of children in school has decreased as employment for men fell off, so that only one teacher has been employed.

The second school in the township was at Fox just north of Cedar River. This was organized in 1884-85, and apparently was the first district in Menominee County to have a woman school officer. Rose Baker was director for several years.

The third school, District No. 3, was at Jam Dam now in Gourley Township as were also districts 5 and 7. In 1899-1900 the school at Devil's Creek, now called Elmcrest or District No. 4 was established, and in 1902-03 District No. 6 had six months of school. This district is the second one north of Cedar River on the shore, near the present Fox post-office. That too has moved northward as years went on. In 1908-09

the school at Jimtown was opened with Miss Elsie Gadbois as teacher.

Ups and Downs

The ups and downs of Cedar River, its transformation from wilderness to an old town on M-35, the road itself, the bridge across the Big Cedar, the cross-country route of the mail carrier who took mail from Cedar River to Spalding, the bustling mill and busy harbor, the silence when the lumbering industry ceased, the burning of many homes, the razing of old houses have all occurred in a single lifetime, an illustration of the impermanence of ways of living. Miss Agnes Jerue who came to Cedar River in 1857 as a small child has seen it all in the 85 years of her life. (NOTE: Miss Jerue passed away in 1941.)

Like Cedar River the settlements north of it have dwindled until For now bears no semblance to a village and even the school is closed in District No. 2 for lack of pupils. The present population earns a livelihood by fishing and farming. The article on Devil's Creek, by Miss Ellen Ahlskog, tells a similar story.

HISTORY OF DEVIL'S CREEK

Devil's Creek is a community in Cedarville Township about forty miles northeast of Menominee. It was settled in 1885 for the purpose of lumbering. Some of the first settlers were Tom Bolen, Dan and James Deacon, Peter Peterson, Albert Engel, Bryan Bartlett, and Frank Strauss.

Robert Plutchak built the first mill when he saw the excellent store of timber at hand. This mill was situated on the N.W. $\frac{1}{4}$ of the N.E. $\frac{1}{4}$ of Section 7. There are no remains of this mill today. Other mills were owned by the Durow Brothers, Willmot Heath, Frank Strauss and John Donovan and Son. Donovan's mill was the last one to operate here.

There was a very heavy growth of cedar, hemlock and pine trees. Most of this timber was owned by Crawford and Son of Cedar River. Large forest fires in 1891 and 1910 destroyed most of the standing timber with a heavy loss to the owners, the mill owners, and settlers.

The largest logging camps were Camp M and Camp N. Camp M was in the S.E. $\frac{1}{4}$ of the N.W. $\frac{1}{4}$ of Section 19 and Camp N in the N.E. $\frac{1}{4}$ of S.W. $\frac{1}{2}$ of Section 31.

Devil's Creek received its name in this way. The creek was very swift, rocky, crooked, and narrow. The log drivers had such a hard time driving their logs down the creek that the men called it "Devil's Creek."

This legend, also, has been handed down about the name. One day a teamster broke through the ice on the landing with his sleigh. After many unsuccessful attempts to get it out, he said, "I wish the Devil would come and take it out." A stranger came along just then who took hold of the sleigh and easily pushed it out, not saying a word. He then went on his way and no one ever heard of him or saw him again. They never found out where he came from, so the teamster believed he must be the devil, and ever afterward the creek was called "Devil's Creek."

When Robert Plutchak, Sr. came here and found several families with no opportunity for education, he built a school. This was in 1900. The original school is still standing although many additions and improvements have been made. We are proud today of our modern school which has a large concrete basement with a furnace and ventilating system. We have electric lights, indoor toilets, a large playground, an adequate library, a piano and radio.

The school was given the name Elmcrest a few years ago. It is situated on the crest of a hill and there are elm and maple trees forming a background for it.

When the school was built in 1900, there were no desks, so the children had to sit on boards set upon blocks. There were only a few books to use for study. The first teacher

was Hattie Houle, followed by Louise Berger (Mrs. Nadeau of Stephenson).

The first bridges were only small foot bridges and every year the swiftly moving waters of the river washed them out, so many times the children would ride on the logs to school when the men were driving the logs downstream.

The beavers built a large dam in the river which was destroyed in 1939. They built another one about two miles up the river, which is quite an attraction today.

Frank Strauss, one of the earliest settlers, drove a team of oxen here from Peshtigo, more than fifty miles away, in four days. It is believed that he is the only farmer in the county today who still uses oxen for all of his farm work.

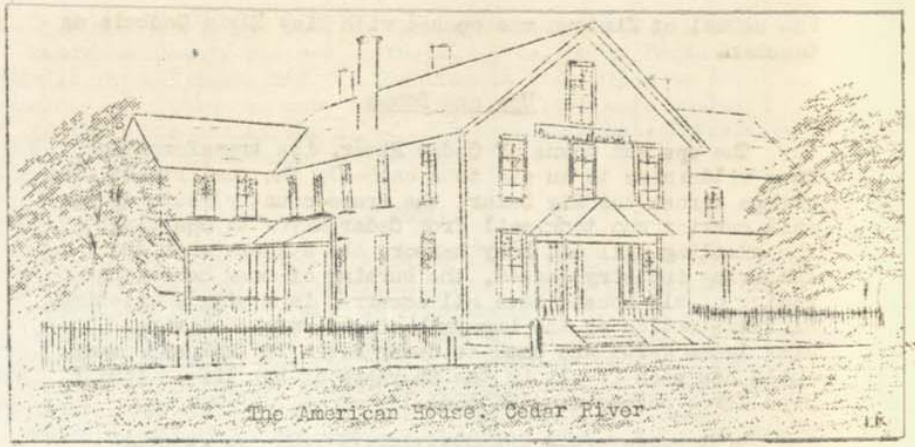
Lumbering is, today, a thing of the past. The few remaining families make their living chiefly by agriculture. Dairying is the principal industry.

—Ellen Ahlskog (1940)

OLD NEWS OF CEDARVILLE TOWNSHIP

Menominee Democrat 4/24/86 Did you ever ride over 18 miles of corduroy road? From Stephenson to Cedar River there are not quite 18 miles of that kind of road, but there are long stretches of it. After several hairbreadth escapes, crossing floating bridges, we lowered our shattered constitution from the stage in front of the American House, Cedar River, one and only hotel, presided over by good-natured John Lord . . . a good Lord is better than a good devil and the people of Cedar River are fortunate in having the Lord on their side, for he keeps a bang-up good hotel . . .

Cedar River is nearly as old as Menominee. Thirty years ago the place had a sawmill, but it could not compare with the present admirable outfit which gives work to nearly 200 men



The American House, Cedar River.

and turns out an output of 28,000,000 feet of lumber yearly . . .

Two shingle machines, one a double header, have been put in place. These will have a capacity of 100,000 shingles a day. The mill and general superintendency of all work done in the lumber business at Cedar River is in the hands of John Murphy . . . who has been with the Spalding Lumber Company 18 years and has been in charge six years.

Mr. Murphy has a handsome three story residence on the Bay Shore . . . back of the house is a deer park in which are four tame deer.

The company's boarding house is well conducted by Leo Duffrin and wife. They have accommodations for quite an army of men.

There is a nice little school building at Cedar River and a very good school presided over by D. L. Shay who is something of a lawyer.

Menominee Democrat 5/8/86 The steam barge H. Luella Worthington, Captain James Traver, arrived in port on the third, having in tow the barge William Jones. This steam barge was

purchased by the Spalding Lumber Company last spring and will ply between this port and Chicago this season, towing the barges Jones and Wilber alternately. She is a staunch looking craft, carries 400,000 feet green lumber and will make Chicago and return every five days. This is an experiment hitherto untried in these parts, this steamer being the first to carry a cargo and tow vessels at the same time.

Menominee Democrat 8/28/86 Cedar River. There is a dam on the Little Cedar about seven miles up from Cedar River. In September the Spalding Lumber Company expects to have eight camps running.

Miss Kate Hawley will teach at Cedar River.

Menominee Democrat 5/28/87 Cedar River. Mr. Leo Duffrin says he has 130 boarders at the boarding house at present and expects 30 more within a few days.

Menominee Democrat 9/29/88 Cedar River. There is in this little burg a district where typhoid fever has prevailed to a greater or less extent among its inhabitants during the summer and at the present time there are no less than ten sick with the disease. The wonder is that they are not all stricken with it . . . At the present writing there are six men in one 10 x 12 room, all sick with the fever. Some say that typhoid fever is contagious. Others say not.

Cedar River. The Catholic Bishop was here last Sunday. He consecrated the Catholic church and christened the bell. Mr. & Mrs. Charles Cholso stood as sponsors for the bell. The church was beautifully decorated with natural and artificial flowers.

Menominee Democrat 6/14/90 Cedar River. Last Wednesday night this place was visited by the most severe storm in the memory of the oldest inhabitant. The wind amounted almost to a cyclone, and was accompanied by hail, rain, and thunder and lightning. The sky seemed to be one sheet of flame. Rain fell in torrents. Boards and slabs went kiting through the air, and even three inch planks were playthings for the wind.

Menominee Democrat 2/7/91 Cedar River. If Uncle Sam only knew how the wool was drawn over his eyes he would look a little more carefully into some appropriations. Take Cedar River, for instance. During the past four years, $138,000 has been spent in and around the harbor there for dredging, piers, light house, etc., and yet not a vessel is allowed to tie up at any dock or pier but must anchor out in the bay unless the lord and ruler of these parts,---Hon. Jesse Spalding issues his ukase of permission.

Menominee Herald 4/23/96 Cedar River. Spalding Lumber Co. is making extensive improvements at Cedar River. A contract has been let to deepen one side of the river and build considerable new dock.

Menominee Herald 10/29/98 Cedar River. The tug pilot of Cedar River which put out in the big storm this week came very near losing her fireman. He was washed into the scuppers and was partly overboard when grabbed by the engineer with a boat hook.

Menominee Herald 5/8/99 Cedar River. The sawmill at Cedar River operated for the first time this season, will saw logs of Spalding Lumber Co. until July 1.

Menominee Herald 7/17/99 Cedar River. Samuel Crawford of Cedar River says the work of building a logging road from Cedar River to Spalding will be begun soon. It will not be imperative to complete the road this fall as most of the timber is near Cedar River and can be hauled by teams with facility.

Menominee Herald 3/5/04 Forty-four years ago today, (March 5, 1860) Hon. Isaac Stephenson of Marinette, his brother Hon. S. M. Stephenson of Menominee, and their wives and two men with supply teams had a narrow escape from being carried out on an ice floe off Cedar River, and for some time were thought to be lost.

Mr. Stephenson and his brother drove up to Cedar River on a business trip. They were accompanied by their wives. In going into Cedar River there was a crack two feet wide

which Mr. Stephenson forced the horses to jump. They had just got ashore and were unhitching the team when a big storm blew up. A few minutes after they heard a great shout from a crowd near the mill stating that the ice was going out.

Impelled by the wind the big field of ice was rapidly moving out toward the lake. Out on the ice were Isaac Gagnon and a man named Hamilton with supply teams. They soon realized their predicament. People on shore were powerless to go to their assistance as there were no boats that could be used. They were soon seen to unharness the horses and allow the animals to go free. The horses were never seen afterward.

The men then set about to secure their own safety. The floe had in the meantime broken up and it seemed like almost certain death for them.

The crowd ashore watched them until night fell. The next morning they could not be seen. Several weeks later it was learned that they had managed to float on ice until it had drifted up against Washington Island. Here they were taken in by fishermen and later made their way over to the mainland of Door county, and then down to Sturgeon Bay, finally returning home. Gagnon came back on the ice, but Hamilton did not return until he could get a boat in the spring.

S. M. and Isaac Stephenson and their wives had a narrow escape for had they been on the ice ten minutes longer, they too would have been carried out.

Menominee Herald 3/18/04 Jesse Spalding, one of the best-known Chicago capitalists died in that city Thursday . . . He was one of the builders of the Sturgeon Bay canal. He came here in the early sixties and for years was interested in the Spalding Lumber company at Cedar River, at Spalding, and had interests in Marinette . . . He leaves a fortune estimated at $10,000,000 to $15,000,000.

So passes one of the interesting figures of lumbering days.

Menominee Herald 10/13/05 Cedar River The steamer R.J. Hackett owned and sailed by Captain H.C. McCallum was totally destroyed by fire near the Whaleback Reef about ten miles east of Cedar River. The Hackett was bound from Cleveland to the twin cities with 1250 tons of soft coal. No one was hurt but Second Engineer, George Schroeder, overcome by smoke, and Capt. McCallum fell into the fire hold against a grindstone and was considerably battered. The crew saved their personal belongings, but the captain lost all his. The thirteen men in two little yawls tossed about in the heavy seas three quarters of an hour until finally picked up by the fish tug, Stuart Edward from Washington Island.

The Hackett was 211 feet in length and was rated at 1129 tons burden. She was built in Cleveland in 1869.

Menominee Herald 3/19/06 Gourley Gourley is one of the youngest villages in the county. It has but recently appeared on the map. A railroad has been built in from Wilson by the C. & N.W. Ry., which will be extended farther south to Devil's Creek this winter. The mill has all modern equipment including an electric lighting plant which also lights up the village and private residences.

Menominee Herald 3/22/06 Devil's Creek Peter Peterson, now supervisor of Cedarville township, was one of the first settlers in this section. He was closely followed by Dan Deacon, the late Alex Durow and others, who took up homesteads, cleared up farms and built roads.

In former times the creek was famous for its abundance of brook trout but constant fishing and the absence of fish chutes in the dams has caused the fish to disappear from Devil's Creek.

The woods were some of the best hunting grounds in the county but the deer became here as well as elsewhere more and more scarce every year.

In the southern part of this district we find some of the largest blueberry marshes in the county and the latter part of

THE LEGEND OF WHALEBACK REEF

Adapted from Menominee Herald-Leader 12/16/05

. . . According to the legend of Whaleback Shoal or Reef that lies in Green Bay about ten miles east of Cedar River . . . in the remote days before the white conquerors trespassed upon the peace and quiet of Indian supremacy along the shores of the lakes, a terrible monster inhabited the waters of Green Bay and wrought havoc among the fish that were the principal means of subsistence for the Indians.

The creature was of immense size and ferocity, apparently somewhat resembling a huge whale . . . The ravages of the monster continued until most of the fish were killed or driven out of the bay and the Indians were in dire straits for food.

At length the Indians in despair determined to invoke the aid of . . . Manibus who dwelt at the head waters of the Menominee River in a cave in the rock with a large cedar tree growing across the entrance. Manibus was famed as a sort of demigod possessing supernatural powers.

Accordingly a delegation was sent up the river and persuaded the great Manibus to come to the aid of the distressed people. As he descended the river the whole tribe of the Menominees went out in a body to welcome him, the meeting taking place at the spot now known as Chappie Rapids.

Manibus was famed far and wide for his great power but some in the tribe were skeptical. Displeased by this, Manibus determined to demonstrate his great power.

There was a little lake on the Menominee side of the river about sixty rods above the present location of the lower dam and two rods from the stream. This little lake was very deep, but had no connection with the river. When the river was at low water mark, the level of the little lake remained unchanged. Old settlers tell of having seen the lake level seven feet above that of the river.

Manibus went to a point above the rapids beyond the upper dam and dived into the river, coming up in the lake a mile and a half away. This feat convinced the most doubtful of the tribe. The little lake still exists on the bank of the river, but is now covered by the high water back of the dam.

After his demonstration Manibus descended the bay shore and sallied out to conquer the monster of the lake. There was a terrible encounter, the combatants struggling all over the bay and lashing the water into greater fury than was ever caused by a storm. The awe-struck people stood in breathless silence on the shore.

At length after a long and desperate struggle, Manibus was victorious, striking the monster his death blow. As its struggles ceased the huge body sank to the bottom of the bay at the spot where now is found the Whaleback Reef. This reef according to legend is in reality the body of the great monster turned to stone. The shape is plainly visible.

After his great victory Manibus returned to his mysterious home taking with him the gratitude of the whole Menominee tribe.

July and the first of August, hundreds of people can be seen picking the immense crop of berries that annually grow upon these marshes.

There are several sawmills in the Devil's Creek country. Robert Plutchak owns quite a large sawmill on the banks of the creek, Frank Strauss has a smaller one near the banks of the Big Cedar river and the Heath & Donovan mills are in the southern end of the district.

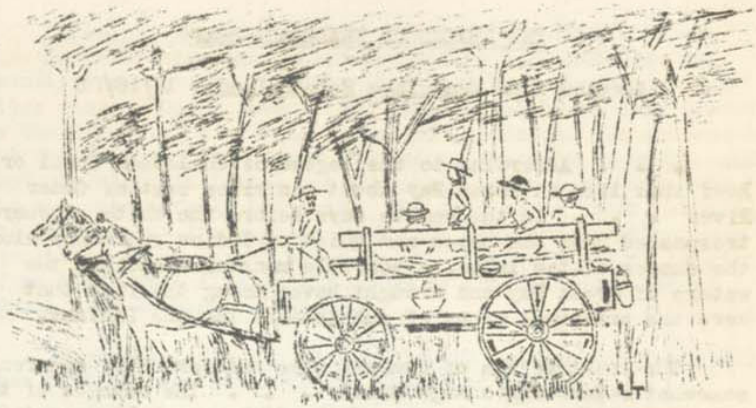
Menominee Herald Leader 5/19/06 Forest fires are raging. Durow's sawmill east of Daggett and near Devil's Creek was completely destroyed, also the homes of six or seven farmers.

Menominee Herald Leader 7/9/06 Headlines. John Paplinsky, 18, a Polish woodsman, fatally shot George Barrett, a camp cook for S. Crawford & Sons, Saturday afternoon at Cedar River.

Menominee Herald-Leader 8/16/07 The body of Frank Hayward who mysteriously disappeared six weeks ago was found by William Hanf, foreman of Camp A, beside an old logging road two miles west of Cedar River. Searching parties for weeks have tried to discover what happened to Mr. Hayward but without avail. A $500 reward was offered by Attorney Harry Hayward of New York, a brother of the dead man.

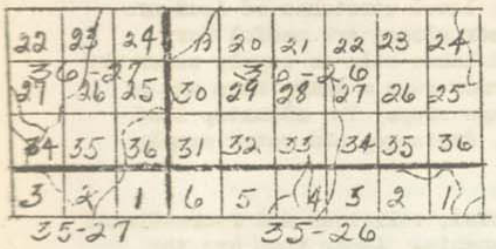
Menominee Herald-Leader 9/27/07 Three hundred employees of the Crawford & Son's mill at Cedar River have been thrown out of employment for four days through the deliberate work of unknown miscreants who entered the mill Saturday night, unknown to the watchman, and slashed three of the big belts in a dozen places.

Menominee Herald-Leader 4/22/08 Peter Peterson, for many years supervisor of Cedarville township, was found dead at his home near Stephenson yesterday . . . He was born in Denmark in 1852. For a number of years he was a master seaman and visited many foreign countries. For a time he lived in India; also, he raised sheep in Argentina. In 1880 he came to Menominee county and settled in Cedarville township.



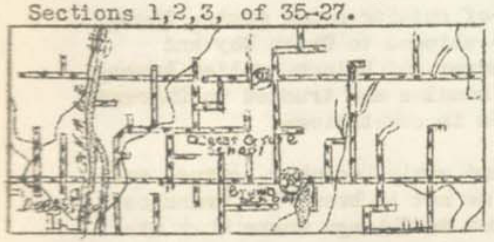
Going After Blueberries

Menominee Herald-Leader 6/25/08 Unknown men, believed to be the same persons who robbed three Daggett buildings Tuesday, broke into the Catholic church at Cedar River. Monday night, damaged altar decorations, ripped open the tabernacle, scattered candles and flowers all over the floor, and secured nothing.



DAGGETT TOWNSHIP

Although Daggett Township contains 36 sections of land, it is made up of parts of four different towns. It embraces the S½ of 36-26, the SE¼ of 36-27, the north tier of sections of 35-26 and Sections 1,2,3, of 35-27.



The village of Daggett is in the township. Its post-office serves not only Daggett Township but also parts of adjoining townships. The Chicago and Northwestern Railroad and Highway US 41 both cross the township.

What Early Surveyors Saw

Town 35-26 was laid out in 1848, but the other towns were not divided into sections until 1852. Surveyors' field notes give some idea of the land as it appeared nearly a century ago.

36-26

"The surface of this township is by no means hilly. The larger portion of this town consists of cedar, tamarack, and spruce swamp." On the ridges, "timber hemlock, sugar, black ash, beech, fir, etc. The streams are small and not numerous."

36-27

"This township contains far more swamp than dry land. The dry land is slightly rolling . . . much of it has a good sand and gravelly soil and is timbered with hemlock, beech, sugar, etc. Pine is generally too scattering to be very valuable. Little Cedar River is the principal stream."

35-26

"Ridges are timbered with beech, sugar, ironwood, elm, etc."

"Swamps are rather wet, timbered with cedar, tamarack, spruce, black ash, elm, birch, fir, and alder."

An east and west trail is mentioned as crossing the line between sections 4 and 5, about an eighth of a mile north of the south lines of the sections. One landmark noted was a hemlock 36 inches in diameter also on the line between sections 4 and 5.

Daggett was founded for the purpose of lumbering, and several sawmills were built on the east side of the village. They are all gone now, but there are rocks remaining to show where the fire room of the lumber mill stood. Just to the north of it stood the planing mill, but nothing remains of it now except some iron scraps partly covered by sawdust, weeds and grass. A shingle mill was run in connection with the lumber mill. Halfway between the Northwestern Railway tracks and the new U.S.-41 stood a post mill owned by Paul Perrizo, Sr.

(Note: G. W. Bush's saw and shingle mill did a thriving business in the eighties. It burned in 1887. Other names connected with logging days were Bussell & Vincent, Wilson & Westman, Weng & Son.)

Among the earliest comers were Mr. John Johnson, father of Mrs. Nels Linderoth and F. D. Crane, also, Thomas Faulkner who in 1874 took charge of a farm at Section 25 for Holmes & Son, lumbermen. (Note: In 1876 Mr. Faulkner married Clara Daggett who had come from her home in Elmira, New York to visit a brother in Marinette. After the wedding they went to live at Section 25.) Mrs. Faulkner kept the first post-office in her kitchen, and as the village had no name it was called Daggett in honor of her father.

The post-office was later housed in Perrizo & Sons store, then in L.E. Weng & Sons store and in John Dunham's store and later in a building erected for Dr. Landsborough. The first hotel keeper was Mr. Berry, later the hotel was operated by Charles Wurtzel. Dr. Eliot was the first physician to have

an office at Daggett.

In the beginning the village consisted of a few smoky shanties and a store which was about a quarter of a mile south from where the depot now stands. The store was kept by C. A. Brown. The village was a flag stop along the Chicago Northwestern line and was called simply Section 25 because it was twenty-five miles from Menominee. Not until 1883 did Daggett become a regular stop. At that time a depot was erected and Mr. Oakes became station agent.

The Newbauer store was one of the earliest, but it was destroyed by fire, and replaced by the Perrizo & Sons' store. In time this too burned along with the local theatre. A new store and home combined was erected by A. J. Lesperance and a theatre by E. Plutchak.

Daggett now has four stores, creamery, post-office, blacksmith shop, two restaurants, drug store, theatre, barber shop, beauty parlor, depot, funeral home, consolidated school, three churches, village hall, two garages, three service stations, two large feed and potato warehouses, and many residences.

When the first farms near Daggett were started in the seventies the main crops were hay, cabbage, potatoes, turnips, and other root crops to supply local needs. Before many years agriculture surpassed lumbering in importance. This is not a fruit growing section, but apples do well. Practically every farmer has a few trees, also a few plums and cherries are grown for home use. Of the small fruits strawberries and raspberries are the most important. Wild raspberries and blueberries are picked for home use.

Dairying is perhaps the chief industry in Daggett Township. Most of the farmers milk from five to fifteen cows and sell milk to one of the three local factories. These factories are situated in parts of the township near the dairy farms. Surrounding towns have factories also. Our village factory manufactures butter, cheese, and casein. Trucks bring in milk from the dairy farms every day, then dairy products are shipped and trucked away.

Hay crops have become vastly important because of the dairying industry. The short growing season is suited mainly to the raising of hay crops. The level stretches of land are used for hay fields and the steeper slopes are useful for grazing. The rivers, creeks, and lakes help to supply water for the stock. Practically every farmer owns a dairy barn and a silo. Corn is the principal silage crop. The climate, land forms, soils, natural vegetation, drainage, and water supply help make dairying profitable.

There are many services, social, religious and recreational activities in the village and township. Among them are the Daggett Progressive Club, the Town Band, the W.P.A. Recreation and Handicraft Unit, the Girl Scout Troop, the Women's Extension Group, various clubs connected with church organizations, the Ladies' Aid and Sanctuary Society.

—Ellen Ahlskog. (1940)

Logging at present consists of cutting cedar posts, ties, and excelsior materials which are shipped to Green Bay and elsewhere. In the fall months spruce and balsam, called brush, are cut and tied in twenty pound bundles and trucked to Chicago where it is used for lining graves in cemeteries.

In late October, November, and early December, spruce and balsam trees are cut and tied so as not to break the branches and to conserve space, then trucked to Chicago where they are sold as Christmas trees.

—E. L. Champion (1940)

The village of Daggett was incorporated in 1902 while still a part of Stephenson Township. The township of Daggett was authorized to form a separate organization June 17, 1920, and the organization took place in the next few months. The separation of the schools appears complete in 1921-22.

In 1880 a subscription school was maintained for four months in a small log building at Daggett. Twenty-six children attended this first school out of a census count of 35. Daggett was District No. 3 of Stephenson Township.

By 1882-83 a frame building had been acquired and school was maintained for eight months. In 1887 the children counted on the census were 121. That year there were 106 children enrolled in the one teacher school. For teaching ten months the teacher was paid $350.

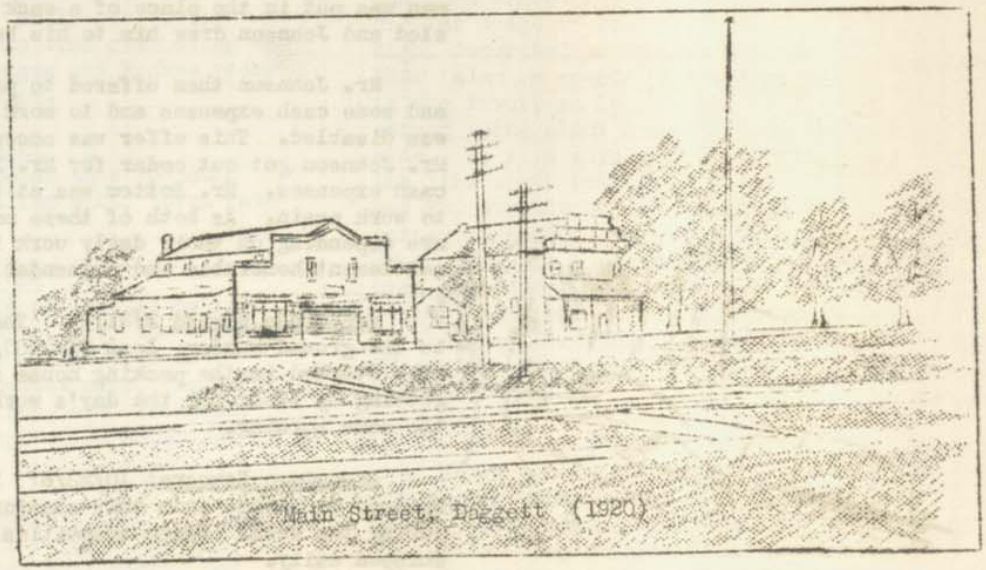
Mr. Joseph Rubens and Miss Florence O'Donnell, teachers for the year 1893-4, reported an enrollment of 135. E.F. Pierce was principal in 1894-5 and Miss O'Donnell continued to teach in the primary room. Attendance ran high. In the following year Miss Emma Andrews had 92 pupils enrolled in the first three grades. Also for the first time there is listed No. 10, Stephenson Township which appears to have been the Corby or Cedar Grove School. Miss Nella Whitehead was the teacher.

In 1898-99 Stephenson reported District No. 13, later No. 4 of Daggett Township, called Bruno. Miss Marion White was the first teacher, continuing for two years. In 1902-3 District No. 15, or Maple Grove, was listed with Miss Jennie Gordon as teacher and a few years later Durow School was added as No. 18 of Stephenson Township. Tessmer School was established about the time the township was divided.

In the year 1898-99 when Leroy Bentley was principal the ninth grade was added. By 1921-22 under the new township organization the high school was still small. Earl Campbell, the superintendent, had 40 pupils enrolled in grades 9-12 but more than one-fourth of these dropped out before the year was over. There were only four graduates. Twenty-eight pupils were enrolled in grades 7-8 in the village and others in outlying schools.

One by one outlying schools have been closed while the village school set on the hill has been enlarged.

--Official Records



Main Street, Daggett (1920)

Menominee Herald 1/22/85 Some six weeks ago Chas. C. Johnson of Daggett was out hunting for deer and remaining till twilight he heard, as he supposed, a deer in the bushes near him. Failing to get a good aim he made a random shot when he found to his horror that he had shot his neighbor August Bottom, making a serious wound in the fleshy part of his leg. As Mr. Bottom had nerve and Mr. Johnson had muscle the wounded man was put in the place of a sack of flour upon his own hand-sled and Johnson drew him to his home.

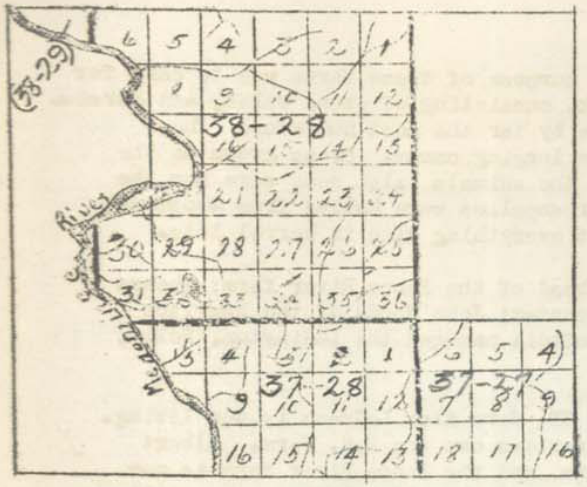
Mr. Johnson then offered to pay the doctor's bill and some cash expenses and to work for Mr. Bottom while he was disabled. This offer was accepted and for a month Mr. Johnson got out cedar for Mr. Bottom and then paid $75 cash expenses. Mr. Bottom was at the end of the month able to work again. As both of these men have families and both are depending on their daily work for a living we think this settlement honorable and commendable.

Menominee Herald 2/21/87 The George W. Bush mill burned to the ground Monday, loss $15,000. The fire is supposed to have started in the packing house where the watchman was getting up steam for the day's work. Mr. Bush was married the same morning.

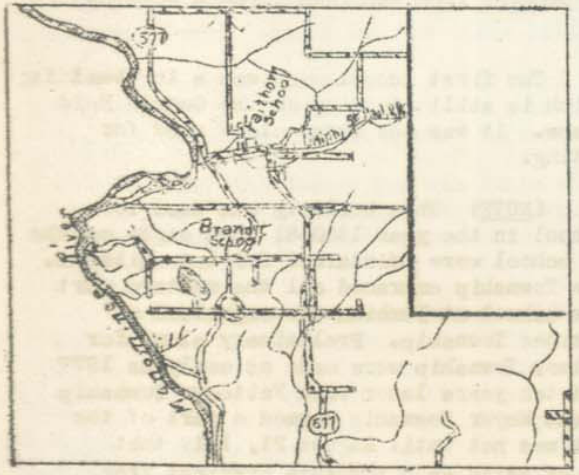
Menominee Democrat 10/22/87 The first lot of eggs ever shipped to market from this station was one barrel to Marinette during the week. Large quantities of potatoes are being shipped daily.

Menominee Democrat 9/29/88 Tom Faulkner is exhibiting some huge potatoes that he raised on his farm. The average weight is 1¼ lbs. It is only a sample of what can be raised on the prolific soil of this county.

Menominee Democrat 7/29/93 The Westman Mfg. Co. are doing a good business, they keep a fine assortment of lumber and shingles. (This mill was wrecked by a cyclone a few days later, as reported by the paper of 8/10/93.)



Faithorn Township lies north of the base line and west of the meridian. It is made up of the NW¼ of T.37-27, about the north half of Fr. T. 37-28 and all of fractional towns 38-28 and 38-29. Towns along the river were surveyed in 1848-49.



FAITHORN TOWNSHIP

What Early Surveyors Saw

Faithorn Township owes its shape to the meanderings of the Menominee River and much of its scenery to the river and the huge rock formations near. Fractional Town 38-29 is in two fragments, separated from each other by miles. Early surveyors spent considerable time clambering up and down over ledges and broken rocks as their notes show.

37-27

"The surface of this township is hilly and rolling soil, third rate sandy soil."

37-28

"The surface of this township is hilly and rolling . . . The north tier of sections is timbered with good white and yellow pine, hemlock, beech, sugar, birch, elm, ironwood, etc. Streams rapid with sandy and muddy bottoms."

38-28

"The surface of this township is hilly and rolling; soil second and third rate. Timbered with beech, birch, sugar, hemlock, ironwood, elm, lynn, maple, fir, white and yellow pine, etc.

"In swamps cedar, tamarack, black ash, beech, alder, maple, etc. Streams rapid with sandy bottoms. Variation (of the needle) is uniform except at the corner of sections 7,8,17, and 18 where there are ledges of trap rock and granite. Some good white pine in the northwest corner of the township."

A number of times the surveyor mentions broken rock, also a perpendicular ledge of rock 50 to 60 feet high, described as running SSW and NNE. Also he speaks of the rapids in the river, an island, and of the stream being about 5 chains (330 feet) wide. He also says that in running the line north between sections 27 and 28, shortly before reaching the corner of sections 21, 22, 27, and 28 he ascended a summit about 60 feet high and came upon an old trail running east and west, which entered an old sugar orchard. In sections 32 and 33 is a lake, now called Merryman Lake.

38-29

North part: "Land high, broken and rocky. Timbered with white and yellow pine, aspen, beech, maple, fir, etc. Grey granite rock."

South part. Perpendicular ledge of rock 40 feet high, running SE and NW. Variation of needle from 4½ to 8 degrees east. Islands in the river, rapids, and rocks. Windfall grown up with briers, etc.

Early Farms

(From E. S. Ingalls' 1876 Centennial History)

"In 1866 the Hamilton & Merryman Company commenced clearing a farm 56 miles up the river with a view to supplying their logging camps and thus save expense of transporting hay and root crops. Their principal crop has been hay, oats, potatoes, and other roots. The company now has 120 acres cleared.

"Adjoining the Hamilton & Merryman Company's farm, the Kirby-Carpenter Company has a farm with 230 acres cleared. The crops were hay, potatoes, turnips, cabbage, and a small amount of winter wheat as an experiment. Thomas Murray has charge of the farm.

"About one mile from these farms the H. Witbeck Company has a farm which was commenced in 1866 and now has 200 acres cleared. The crop last year (1875) was 140 tons hay worth at the farm $20 per ton, 1,500 bushels potatoes worth 25¢ per bushel. The oat crop was cut for hay.

"Adjoining this farm the Ludington, Wells, & Van Schaick Company has a farm with 100 acres cleared . . .

"All crops on these farms have a greater value than they would have in the village of Menominee for they save transportation of products a great distance. The farms are also used as stopping places for the men and teams going to and returning from the logging camps in winter."

HISTORY OF FAITHORN TOWNSHIP (1940)

The first settlement in what is now Faithorn Township consisted of four lumber company farms. These farms, or companies, were the Fence River, Kirby Carpenter Company, Ludington, Wells, & Van Schaick, and the Hamilton, Merryman farms on the Old State or River Road.

The purpose of these farms was to care for the stock, consisting of oxen, mules, and horses. Oxen were by far the most numerous. These animals were used in the logging camps. Crops grown on the farms were used to feed the animals, also some were for the men in the camps. Other supplies were hauled from Menominee by supply teams. Almost everything came in barrel lots.

John Dunn was the head of the Fence River farm; Thomas Murray of the Kirby-Carpenter; John Woods of the Hamilton Merryman; while Peter LeCroix managed the Ludington, Wells, & Van Schaick farm.

On the old L. W. & VS. farm Alex LeGrave is now living. Keating & Keating of Watertown own the H.M. farm. Albert Brandt owns the K.C. farm, and the Fence River farm is now owned by James Kelly. Many of the old buildings are still standing on these farms.

About 1878 Mr. George Harter moved in. With the help of Mr. Saxton of Waucedah a post-office was established, called Pembina. It was located at the farm now owned by Clarence LeGrave. The mail was brought from Waucedah twice a week by Clarence Harter.

The first schoolhouse was a log building which is still standing on the George Reid place. It was the first place used for voting.

(NOTE: This building was used for school in the year 1880-81 when eight months of school were maintained for ten children. In early days Menominee Township embraced all the western part of the county, and this school at Pembina was organized as District No. 5 of Menominee Township. Preliminary plans for the organization of Holmes Township were made as early as 1877 but not completed until ten years later when Faithorn Township and a part of the present Meyer Township formed a part of the new Holmes Township. It was not until August 21, 1919 that Faithorn Township was set aside as a township distinct from Holmes.)

In 1887 the Soo Line Railroad (Minneapolis, St. Paul, and Sault Ste. Marie) was built through. The mail was then brought in by train instead of being carried from Waucedah.

In 1894 the Wisconsin, Michigan Railroad was built into the village. While the railroad was being built the Harter Hotel and the Junction House were built where Faithorn now stands, to accommodate the railroad men and loggers.

Shortly after this, the first sawmill was built near the hotels by Charles Johnson. Mr. George Harter later purchased it. The store near the river was moved close to the Harter Hotel, and enlarged a few years later. During this time a settlement grew up around the present town of Faithorn, which was named Faithorn for J. Nathan Faithorn, an official of the Wisconsin & Michigan Railroad. Activities thereafter centered around Faithorn instead of the earlier settlement of Pembina.

(NOTE: In early news items the village is designated as the Menominee River Junction. The village itself was platted as Harter, but became Faithorn instead.)

About this time a teacher's school year was divided, and she taught half the year in the school building near the present Brandt school and the other half near Faithorn.

A new school was built at Faithorn in 1897. It is now the present town hall. About the same time a new building was put up on the Brandt farm. This school is still in use.

In 1887 the Pemene Dam was built about five miles below the present railroad bridge at Faithorn. It was built to back water for the lumber drives so as to force the logs over the rapids below.

In the early years traveling missionaries held religious services at the schoolhouses. In 1909 under the guidance of Bishop Frederick Eis land was secured as a site for a Catholic church which was erected within a year. As early as 1906 steps had been taken in Methodist organization. At length in 1920 a reorganization was made and land secured for a new Methodist church which was dedicated in 1921.

Some of the old settlers still living at Faithorn (1940) are Mr. & Mrs. Albert Brandt who moved here 56 years ago. They are the oldest residents. Mrs. Grace Salzeider who was a teacher in the first little log schoolhouse is still here. Other old residents are Mrs. Richard Underwood, Mr. Patrick Hayes, Mr. and Mrs. Andrew Kelly, Mr. Theron Knapp, Mr. and Mrs. W. A. Garrison, and Mr. John Pivonka.

Before the village school was built at Faithorn there was a little school called the Mullins school built between Faithorn and Hermansville. It is no longer standing.

Clarence Harter of Faithorn was supervisor of Holmes Township for a number of years. After the re-organization of the townships effected in 1920, Walter Brandt became the first supervisor of Faithorn Township.

During the past twenty-five years the sawmill has been torn down, the Junction House removed, the first Harter store building burned, and the Wisconsin-Michigan railroad removed. A telephone line has been extended to Faithorn, and an electric light line put through.

--Written by Vivien Hayes, Mary Curran, and Frank Lepins

Sources of Information:

Mrs. Grace Salzeider	Clarence Harter
Patrick Hayes	W. A. Garrison
Albert Brandt	Mrs. Albina Sherman
Mrs. Albert Brandt	Charles Curran

Official Records

OLD NEWS OF FAITHORN TOWNSHIP

Menominee Democrat 6/19/86 Pembina. Miss Grace Clark has charge of our school. She can make the young shavers come to time. Grace is a fine young lady and among her many accomplishments she can drive a span of mules as good as any man. (Mrs. Grace Salzeider, 1940)

Menominee Democrat 6/19/86 Pembina. At H. Witbeck's farms they have 200 apple trees in full bloom. Frank McCamley is foreman of the farm while his wife attends to hash and doughnuts.

The K. C. Company's farm can boast of the finest looking oats around.

William Holmes was up here with the river drivers to break the jams at Long Island and White Rapids.

Menominee Democrat 10/30/86 Pembina. Surveyors are running a line for the St. Paul, Minneapolis, and Sault Ste. Marie R.R. one and one-fourth miles north of here.

Menominee Democrat 1/29/87 Pembina. We are building a dam across the Menominee River four miles southeast of Pembina. Our camp is the lower one owned by the Boom Company. Sam A. Windsor is the efficient foreman.

Menominee Democrat 5/28/87 Pembina. The whole country hereabouts is on fire and we haven't seen the sun for a week. The road between here and Waucedah was on fire so that no teams could get through. The Sault Ste. Marie Railway folks are grading between here and Hermansville.

Menominee Herald 6/30/87 Pembina. A dozen or more Italians arrived from Chicago by water Monday morning, bound for Pembina.

Menominee Democrat 11/19/87 Pembina. New bridge over Menominee River at Pembina has been finished. The new railroad is practically complete through Hermansville as far as Gladstone. Trains will run regularly about January 1.

Menominee Democrat 6/16/88 Pembina. On the evening of June 30, between eight and nine o'clock on the Soo road a terrible accident occurred one-half mile east of the Menominee River Junction. The freight train ran into a drove of about 40 oxen owned by H. Witbeck & Company, killing seven of the oxen and injuring several more. The locomotive was ditched and smashed, also five box cars. One of the brakemen was injured in jumping off, the rest of the crew fortunately escaped . . . The track was torn up about 50 feet.

Menominee Democrat 7/10/90 Pembina. The Fourth of July passed quietly. The mosquito band appeared very early, and the bumblebee was here with his lazy drum.

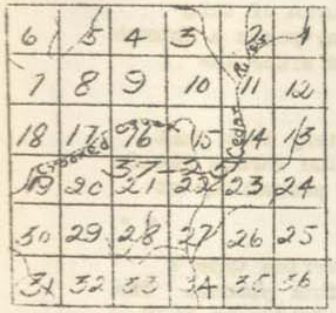
Menominee Democrat 2/7/91 Pembina. A party of local men had a bear hunt. They followed a hole in the ground and worked hard for about half a day. When they came close to the animal's hiding place, a little striped animal came out. How the party did scatter! When they reached home, the ladies took brooms to the brave hunters. Some had to live in the barn for days to dispel the perfume.

Wistrand & Johnson have 30-35 men in their cedar camps. Martin Hayes has a crew of 10 men. Cook Bros. have a camp on the Soo line. Frank Ton is logging for Hamilton & Merryman Co.

Menominee Democrat 11/9/95 Faithorn. The Fence River Logging Company will have a camp here and put 6,000,000 feet of pine into the Menominee River this season. George Harter and son will put in some pine and cedar this winter, employing 12 men.

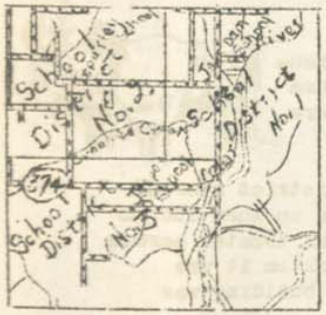
Menominee Herald 5/4/1900 Forest fires extend along the river on both sides for a distance of a hundred miles. Hermansville was threatened Wednesday evening. One of the camps of the Wisconsin Land and Lumber Co. with some logs was burned. A big crew was employed digging ditches and carrying water. Only the hardest work saved Faithorn Junction, Pembina, and Fisher (Koss) from being burned. Several thousand dollars worth of cedar stock at White Rapids belonging to the R. W. Merryman Company, was destroyed by fire. It was lying on the bank of the river. In places the logs in the river were actually on fire. There is fire everywhere and the flames are spreading. No such fire has raged since that of 1871.

Menominee Herald 9/23/05 Nadeau Bros. mill at Brooks near Faithorn burned Thursday.



Town 37 North of Range 25 West.

Gourley Township is the only township in Menominee County which includes exactly one surveyor's township.



Schools and Roads. Gourley Township has no villages and no railroads. Mail comes in on rural routes from Carney and Wilson.

GOURLEY TOWNSHIP

What Early Surveyors Saw

In August, 1847, surveyors began to lay out the town now called Gourley Township. Little was done then and the work ceased in October. Surveyors spent a little more time in the field the following summer and again dropped the work unfinished. After a long interim the survey was resumed in August, 1852 and finished in September, although the sworn statement of its completion was not made until July 12, 1853 by George O. Adair of Macomb County, the last deputy surveyor on the job.

In his general description of the township he wrote: "The surface of this township is mostly level. The soil is sandy and sandy loam with limestone rock bottom. Cedar River runs through this township. It is about 150 links (99 ft.) wide, and rapid, with low bank and sandstone bottom. The timber on dry land is hemlock, sugar, yellow birch, white pine, lynn (basswood), cedar, etc. In swamps, cedar, tamarack, spruce, black ash, etc. There are some ridges running through this township . . . almost invariably northeast and southwest. They vary from 10 to 70 or 80 feet in height. The streams are lively. There is some white pine in the township."

One white pine mentioned in the surveyor's landmarks is described as 50 inches in diameter. Other trees similarly noted are "sugar maple 18 inches in diameter," "yellow birch 24 inches in diameter," "hemlock 30 inches in diameter," cedar 18 inches, tamarack 16 inches, and ironwood 10 inches in diameter.

A catastrophic storm appears to have struck in the southeast part of the township some years prior to the coming of the surveyor for after setting the SE corner post of the township James H. Mullett, D.S. noted "much fallen timber in that locality" and at other times referred to "the windfall" and in one instance wrote, "Timber mostly fallen, some scattering hemlock and sugar standing, thick undergrowth of briers, vines, small hemlock and cedar."

From March 19, 1863 until December 17, 1920 the land now in Gourley Township was a part of Cedarville Township. At the latter date Gourley was set aside as a separate township, deriving its name from the settlement of Gourley, which carried the name of its founder Arthur Gourley.

GOURLEY TOWNSHIP---ITS PAST AND PRESENT

By Mrs. Flossie LaCount

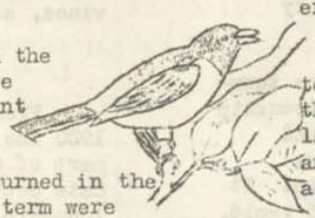
Big logging camps that housed from 50 to 75 men were built in Gourley by the Spalding Lumber Company and later sold to the Crawford Company. Camp "J" was on the bank of the Big Cedar River on the place now owned by Louis Mack, Jr. and Camp "I" was up on the Ray Wery place. It burned and was rebuilt near the Evrard place.

Timber was cheap at one time, big sound

knot-free logs were worth only four dollars per thousand landed on the river bank, where delivery was made. A dam was built on the river down at old camp "B" in Cedarville Township to make it possible to drive the logs down river each spring.

One spring during the annual spring drive an old Indian was set to watch the logs where a sharp bend in the river always caused the logs to pile up in such a way as to make a big jam. The logs started to come down river, and true to the tradition of the stream started to pile up. The Indian set out on a run down the road to where some river drivers were, crying out, "Jam — Dam! Jam — Dam!" Hence this bridge, and this little community at the northeast corner of the township have from that time forth been called Jam Dam.

A gay sentinel still stands guard at this picturesque spot. His home swinging aloft from the topmost branch of a big water elm, the Baltimore oriole with his mate may be seen by the observant passerby.



The little log schoolhouse built in 1890 burned in the spring of 1913 and two months remaining of the term were taught in a little house on what is now the Peter Wojakowski place. A new schoolhouse of frame construction was built across from the old one in the summer of 1913, and school was opened in the new schoolhouse in the fall.

Many of the people in this community were of Belgian or French parentage and nearly every boy and girl learned how to skate on the old cut-off, as it was usually called, back of the schoolhouse. The cut-off was a deep hollow where the water from the river backed up. Many an adventurous lad has taken a ducking here for going skating when ice was too thin.

Many of the people of Belgian and French parentage in this community were Seventh Day Adventists and in the year 1908 built a church at the corner, and in the back part of the church made a schoolroom. Emil Baurain, Peter Wery and Antone Lanaville were some of the men to put much thought and labor into the construction of this small church. This church has the greatest number of members of any church of this denomination in the Upper Peninsula. For many years a church school was operated; but this has been closed since the spring of 1936.

A quiet little country church yard cemetery lies just behind the church where a tall blue spruce stands guard. Some of the pioneers lie peacefully at rest in this quiet spot.

Modern bridges have replaced the old inverted type V bridge which bridged the Big Cedar River in four places. The last one to be replaced was the Old McCarthy Bridge in 1936. The river winds its way in a leisurely manner from the northern to the southern border of the township.

Maybe the pioneer fathers who established this school took some thought of the fact that the Otradovec hill, one of the steepest in Gourley, is located near by. Many a lad and lass has received some big thrills and some big spills sliding and skiing, even though both parents and teachers marked it as Forbidden Ground.

"Our father's first team was a team of oxen. Not long ago we found an old shoe that had been used to shoe the oxen years ago. Ox shoes were made in two parts." (Jos. Jasper)

The people in what is now the Gourley district started a little log schoolhouse and the rafters were up when due to some dissatisfaction on the place where it was located across from what is now the Loddie Jerabek farm, work on it was discontinued. In about 1904 or 1905 a frame building was erected where the Gourley school now stands.

One of the first sawmills to be located in Gourley was on the old McCarthy place, not far from McCarthy bridge. The mill was on Gourley creek, and was operated by a Mr. Andrews.

There is many a favorite swimming hole but perhaps the one spot most favored by swimmers is LaCount's High Banks.

Oftentimes on a warm summer evening 75 to 100 people may be counted taking a slide down the big sand bank into the river. This is also a favored picnic spot because of the many big maple, beech, and hemlock trees which afford plenty of shade. It is located about one-fourth mile southwest of McCarthy bridge.

Here is a favorite spot to see an occasional deer standing in the water, or maybe an old duck sailing majestically down river with her newly hatched brood. Sometimes you will see a duckling riding downstream perched atop his mother's back. Big gray squirrels chatter away in the trees and an occasional big black squirrel is also seen.

About one-half mile east of the McCarthy bridge, on the banks of the river, is a big spring spurting out from a clump of willows part way up the bank and in winter when its water flows over the snow and ice it has a decidedly reddish cast.

On the sunny slopes where the poplars grow near the little marshes in the southwest part of the township the ground is covered with that fragrant Michigan flower the trailing arbutus, and in summer time the little marshes, and the big ones too, are filled with luscious blue berries. Fires have gone through and blackened stubs of tamarack which still dot the marshes.

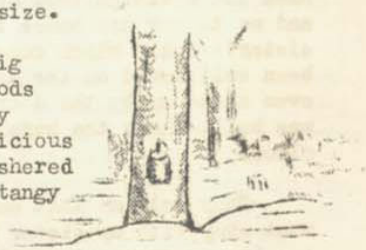
That lovely rare flower the lady slipper found in secluded spots is often found in the low damp places. Nature has been lavish with beauties in this little corner of the world.

Many of the folks in the southern and western part of the township are Bohemian. They too, like the few Germans, Belgians, and French came from near Green Bay and Kewaunee. Many of them belong to Lodge Perun; in the northwestern corner of the township they have a big hall at Four Corners where they hold social gatherings. Many of these people are of the Catholic faith.

Gourley

About the year 1905 Arthur Gourley, who in partnership with a Mr. Hall bought the Jasper and Blahnik mill, founded the little town of Gourley. A general store and post-office, a saloon, saw and shingle mills and about 18 houses made up the village. A spur railroad was built, coming in from Indian Town. Some old timers still remember its rough road bed. Quantities of logs and lumber were shipped out on this railroad. In 1914 a large Catholic church was built across from the Henry Jasper farm. No services were held regularly and the church was never finished. When the timber was gone the little town of Gourley became a deserted village. Some of the buildings were torn down and some were moved away. The mills were dismantled and moved away, the railroad was torn up, and the only thing that still remains at the site is the foundation of the old ice house and store house of the store, which was made of concrete and still may be seen on the Joseph Blahnik place across from the Gourley hall.

In 1938 the big Catholic church was sold to Joseph Blahnik and was razed. The timber is being hauled to the old site of Gourley and used to make a large barn. As the logging industry was a major industry years ago so now the dairy industry holds first place although there is still a little logging going on each year on the cut-over land where the second growth timber has reached salable size.



There are still a few places where big timber stands, most of these pieces of woods are the center of the maple syrup industry of the township. Many gallons of the delicious syrup are made each year when spring is ushered in with the smell of wood smoke and that tangy sweet odor of boiling sap.

In 1935 some of the fathers of students of high school age decided to ask Harris Township to send a school bus into Gourley, because Gourley was not a large enough town to afford to run a high school. Each of the three school districts was to pay a given amount to Harris Township for each student from

that district. The first year ten children took advantage of this chance to go to high school and the number has been increasing each year.

Reminiscences
As told to me by Mrs. Donna Baurain, summer of 1940

My husband Emil and I were married in September of 1883 near Casco, Wisconsin; we came of Belgian parentage. Very soon after our marriage friends brought to us wonderful stories of the beauty and opportunities of the place that has been my home for these 56 years. We came late in September of 1883 to Nadeau where my sister Mrs. Jule Bellin lived. One lovely Indian summer day in October Mr. and Mrs. Jule Bellin, Mr. and Mrs. Celestine DeShane, my husband and I started out to walk through woods over a rough trail to where our future home was to be located. When we came to the swamps we stepped from one hummock to another to get across them, and oh, how many swamps there seemed to be! Each hilltop was a flaming mass of red and gold this beautiful autumn day.

The men folks in our party each had chosen a location for a homestead so that fall three new log cabins were constructed and then a road was cut through the woods to Nadeau and New Year's Day of 1884 my husband with a team of oxen and a sleigh took Mrs. DeShane, my sister, Mrs. Bellin, and me to our new homes in the woods. We came first to my sister's cabin which consisted of one room. The logs had been well hewed on the inside of the cabin. All around and even close up by the door stood big somber cedars—this cabin was built where the barn now stands on the Theophile Duca place.

They told me that our cabin was not complete and that I must stay with my sister awhile but I insisted that I should see it and there it stood only a tiny log cabin with big lonely hemlocks closing in on every side. I went back to my sister's cabin and we wept together at the bleak loneliness of what to us seemed a dreary place. By spring the hemlocks and cedars were cut around our cabins so that I could see to my sister's which was only a short distance away. Jesse Evrard now owns the place where we homesteaded a quarter section.

In 1890 the first schoolhouse was built of rough logs just across the road from where the present one now stands. My boy Joe who was five years old was one of the first to attend. Miss Etta Clifford was the first teacher.

Note:
(Mrs. Baurain is now 75 years of age. She has been a kindly, helpful, friendly woman. Always there when a new life came into this lonely frontier, and always present when that grim reaper Death made his appearance. She lives now in a tiny cottage, bordered by flowers, in sight of what for so many years was her home.)

Reminiscences
As told to me by Joseph and Henry Jasper

Our father Henry Jasper, Sr. came to Gourley from his home in Kewaunee in 1884. He took up a homestead of 160 acres of rich land which was covered with hardwood, hemlock, and cedar. No road led to this place. The nearest road, which was not much more than a trail came from Carney and wound around to old camp "H" which was located down in the old "Devil's Creek" district, about four miles away.

After he had been located here about six months he heard of another neighbor Wolf Rhode about three miles east, who had also homesteaded a quarter section near the Big Cedar River and like him was a man of German parentage from near Green Bay.

These two young bachelors decided one day to take their compasses and make a circle through the woods to see if by any chance they might have some near neighbors. They came to a little settlement of three small newly constructed cabins where Emil Baurain, Jule Bellin, and Celestine DeShane, had come in the fall of 1883. They guessed that this little settlement was about five miles away.

Tommy Verville, another young man, had homesteaded the place west of the Henry Jasper homestead but stayed only long enough to prove up on his claim. One time Tommy had gone away for a few days and when he arrived at his small log cabin he saw two men carrying his small heating stove out the back door as he entered the front door. The robbers did not get away with their loot.

The story is told of a strong man known only by the name Rubenstein, who used to break into the settlers' cabins and logging camps. He would take what he wanted and always leave the door open for the porcupine to complete the devastation of these lonely frontier cabins. Finally the sheriff came and handcuffed him and because of his great strength chained his feet to some logs in a settler's barn. Two men guarded him during the night and the next day he was made to walk out the long trail and taken to Menominee.

Our father and his brother Theodore and the two Blahnik brothers, Joseph and Rudolph, built a small lumber and shingle mill on the banks of Gourley Creek where the little town of Gourley later stood. The mill burned about 1904, it is thought the fire caught from sparks falling in the sawdust. The mill was rebuilt, and later sold to Hall and Arthur Gourley who later founded the town of Gourley.

Before this time our father and Wolf Rhode had married and in 1900 two new families moved into the district, Herman LaTherias, and Frank Otradovec who with us two boys, our sister Agnes, and our brother John; Katherine, Annie, and Florian Rhode, the Otradovec and LaTherias children made enough in the district to establish a school. A little frame school which still stands was constructed in a central location for these four families. This school was opened in the fall of 1900, Miss Nellie Brooks of Menominee being the first teacher.

Reminiscences
As told to me by Mrs. Katherine Mack

My father Wolf Rhode came from near Green Bay. He constructed a small log cabin on the quarter section he took up for a homestead. When he had it all complete except for the windows and lumber for the floor he walked out to Spalding in company of Florian Reigner who later became his brother-in-law. He bought windows and lumber for the floor of his new cabin. He then made the lumber into a raft placing his windows and a small box of groceries on the raft together with his axe and his gun, without which he never went anywhere.

He started on a voyage down the Big Cedar River which is about 15 miles from Spalding to where his cabin was located only a few feet from the river's bank. The water was high and the current swift so he made excellent progress until the raft was swept by the current under the low hanging branches of a big cedar. Mr. Reigner was swept off into the river along with the gun and axe, and the box of groceries. Mr. Rhode could not swim but he clung tightly to the limb and managed to pull himself to the river bank. He ran downstream until he managed to get hold of the runaway craft. Mr. Reigner swam to shore and managed to save a few of the things that had been dumped in. A can of baking powder was one of the things. They tried to get the axe and gun but the water was too swift and deep. Later in the summer when the water was low he returned to the spot and fished out his axe and gun.

When his cabin was finished he bought a cook stove out at Spalding and arranged with two of his neighbors to help him get it from Spalding. They carried it down the trail. Loose pieces such as the lids and oven doors were put in a sack and one carried them on his back. The other two put a pole through the oven part of the stove. It took them two days to carry it out.

Reminiscences
As told to me by Mrs. Esther LaCount

The southern end of the Indian reservation extends into the northeast corner of Gourley Township. The story is told of an Indian family who lived or camped years ago on the Joseph DeGrave place one night after dark. The Indian squaw went down to the spring which lies near the DeGrave creek, a lynx jumped out and snuffed out her life. It is said that she was buried just across the creek and up the hill. Today there are a few graves in this old field with some strands of barbed wire around to keep roving stock away.

Tom DeGrave also was one of the early pioneers and was known to many of his friends as Uncle Tom. He was a keen woodsman and hunter. One evening near dusk as he was half a mile from home he saw a bear and picked up a club and chased it up a tree. He called and yelled till some of his neighbors came with a gun and shot old Bruin. The bear fell from the tree and scampered in the woods. The next morning at dawn Uncle Tom returned to the tree and tracked the bear to a hollow log where he found him dead.

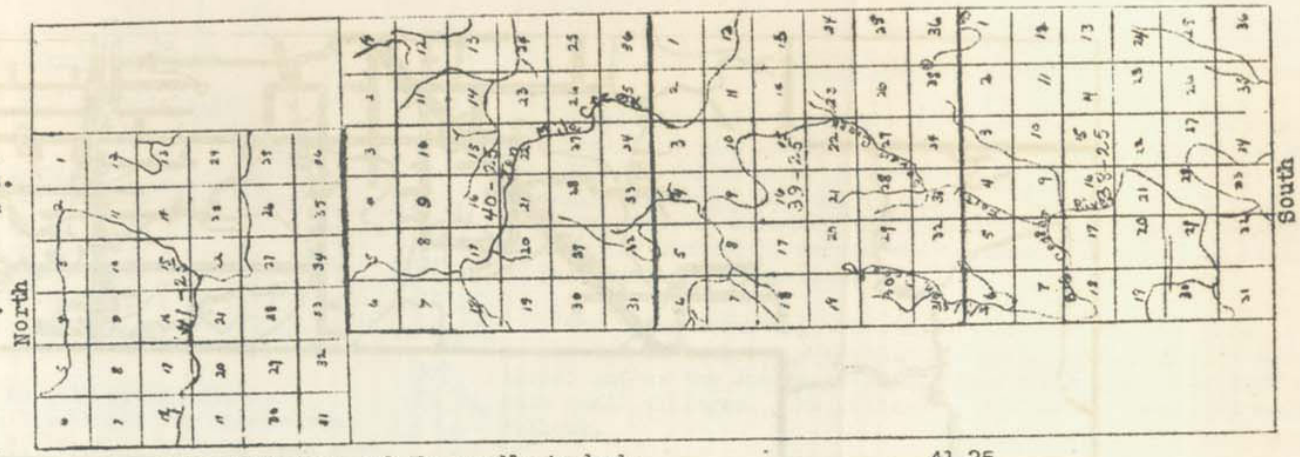
One spring in April Prosper Ponton, a lad of 13 years, who lived with his folks near the old McCarthy bridge was sent on an errand to some neighbors. As he crossed the bridge the river was high and full of logs. The drive from up the river had started but there at the bridge the logs seemed to be solid enough to walk across on. He got down on the logs and ran back and forth across while his brother Clarence stood on the bridge calling, and calling for him to come back. Prosper called back and said he was going to run up the river just once. There must have been smaller logs as he reached the bend for they would not hold his frail weight and he began to sink, but managed to work toward shore. The banks of the river were low and there seemed to be a slough hole at last. Before help could reach him, his voice was heard no more.

Kind friends searched all afternoon for him and about 4 o'clock a large group of river drivers left their work and came along to send those logs downstream. Just as the sun was setting in the west, they found him in the big slough hole with only his cap above water, a cedar post between his feet and the willows clasped tightly in his hands. The boss of the river drivers carried the lad up the steep bank to his home near by, the river drivers walking behind two by two, with their caps in their hands.

1.

HARRIS TOWNSHIP

What Early Surveyors Saw



Harris Township with an area of 144 square miles is made up of four surveyors' towns, or townships. One of the correction lines for the state runs between towns 40 and 41 North. Early surveyors finished the work of laying out these towns in the summer of 1852. Iron deposits are indicated, for the surveyors' field notes say that certain lines "could not be run with the needle." The stream now known as Ford River always appears in the notes as Fort River.

38-25

"The surface of this township is level land, second and third rate sandy loam. Timber: hemlock, sugar, yellow birch, lynn (basswood), beech, cedar, etc. In the swamps, cedar, tamarack, and spruce. Streams are generally lively, limestone bottoms, clear, good water. Variation changeable, so much so that it will not do to run with the needle."

39-25

"The surface of this township lies in ridges and swamps which principally run northeast and southwest. The ridges are good second rate soil, sandy loam. Timber: sugar, hemlock, beech, yellow birch, elm, lynn, fir, balm of Gilead, etc.: in swamps, cedar, tamarack and spruce, thick and bad.

"The variation of the needle is bad. The west branch of the Fort River runs through the northeast corner of this township, said stream is shallow and lively. Other streams run south and lively, shallow with good water and limestone bottom."

40-25

"The surface of this township, aside from the swamps is gently rolling, the soil is very good for agricultural purposes," especially in the northern and eastern parts.

"There is some good white pine." "Fort River has a brisk current with sufficient water for propelling heavy machinery. One excellent mill site was noticed in section 13 near the township line."

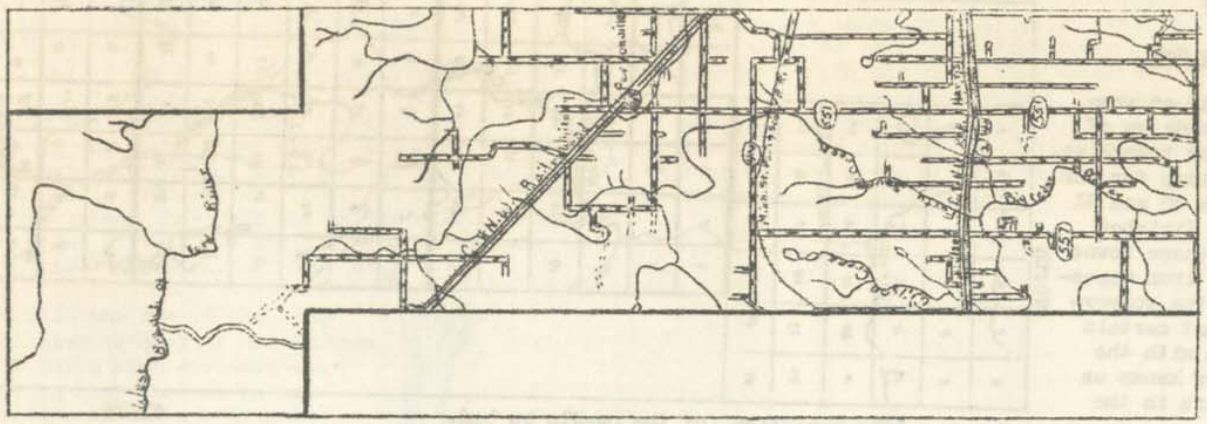
"The variation in this township is very fluctuating, particularly in the north and west parts where it changes alternately from east to west, reaching as high as 40°."

41-25

"The surface of this township is mostly level. The soil in the greater portion is sandy and sandy loam with a variety of timber, such as hemlock, fir, white pine, sugar, yellow birch, spruce, aspen, cedar, etc. The northern portion is level and swampy."

"Fort River which runs through the township in a southeasterly direction is a rapid stream about one chain (66 ft.) wide and affords many good sites for mills. Following the course of Fort River is a large quantity of white pine of good quality."

"The variation of the needle is very fluctuating. ... On the line going west between sections 26 and 35 it increases, going west, from 25 degrees at the corner of sections 25, 26, 35, and 36 to 95 degrees west at the quarter section corner, then diminishes to no variation, from which point the east variation increases till at the corner of sections 26,27,34, 35, it is 13°E."



What People See in 1940

In the surveyor's notes on 39-25, a west branch of the Fort (or Ford) river is mentioned. This is not the stream now commonly called the West Branch, but is Ten Mile creek, one of the outstanding natural features in Harris township. Shadowed by tall trees and overhanging bushes and vines, Ten Mile creek and Forty-Seven creek chase merrily along, crossed and recrossed by the highways. Many a fisherman has here been as delighted with the scenery as with his catch.

In Harris township there is still cover for wild life, and deer take advantage of it, browsing on the undergrowth and drinking the fresh waters of the swift little creeks winding through the woods. Other game also finds sanctuary in the wilder parts of this region.

Reminders of earlier days are much in evidence. Hunting camps and logging camps may be found here and there. Also, in little clearings are some lonely cabin homes, so primitive as to seem hardly habitable.

Elsewhere are prosperous farms with huge barns and silos and comfortable houses. Much of the milk from their dairy herds goes to the cheese factories. Some fur farms have been started where wild animals are raised under controlled conditions and for profit.

Harris has been largely settled by pioneers of a more recent day than many farming sections of Menominee county. A considerable number of the people making up the adult population came from rural areas in Poland and Bohemia and other lands. After arrival in the United States some lived for awhile in cities, working in factories or mills, or in mining regions where they delved for ore, but their love for the soil led them to northern Michigan where they could acquire unimproved lands at prices they could pay and where by their own efforts they could establish homes in a farming country. With long hard hours of toil many have succeeded and pioneer days are receding into the background. With them pass, too, many of the old customs and ways of the settlers' native lands as families have taken root in America.

The old charcoal kilns near Wilson, along the Northwestern tracks are a present reminder of the times when settlers were more interested in the wealth of the woodlands than the wealth of the good earth beneath their feet. At Hannahville and Indiantown are the last Indian settlements in Menominee county.

HISTORY OF HARRIS TOWNSHIP

Indians Were the First Settlers

Indians of the Pottawatomie tribe were the first people to settle in the area now known as Harris Township in 1872. They settled on the land which is now reserved for them by the United States government and is located three and one-half miles south of the present village of Harris.

The Indians built log cabins with ground floors and split log roofs. To earn a livelihood for themselves they hunted, fished, and trapped. Venison or bear meat were on their daily menu. The fishing was done with the aid of spears in Forty-Seven Creek, Cedar River and the Ten Mile Creek. Trapping began just as soon as the furs were prime and continued through the winter. In the spring months the Indians carried their winter catch of furs to a trading post; at first to Spalding and later to Bark River. At the trading posts the Indians traded their furs for groceries and other provisions.

The Indians were primarily interested in hunting and trapping and neglected to till the soil even to the extent of supplying their family needs with vegetables.

First White Settler

The first white settler in the area now known as Harris Township was Oliver Bezier. He settled on a farm near the Menominee-Delta county line not far from Bark River, shortly after the Indians settled near Harris. Other pioneers settling in the vicinity between the years of 1875 and 1881 were George DeLoughary, Patrick DeLoughary, John Keef, Joseph Jilbo, John Jilbo, M. B. Harris, Maurice Flynn, Frank Krutch, Michael Kane, and John Shanahan.

Harris Township Organized

Harris Township is now one of the northernmost townships in Menominee County and has a population of 1,465 according to the 1940 federal census. It consists of four congressional townships in length and one in width. It was separated from Spalding Township December 19, 1902 and called Harris Township in honor of Michael B. Harris who initiated the division because of inequalities of taxation.

The dense forests in this area attracted men who were interested in lumbering. Woodsmen's camps sprang up here and there; and as the lumber industry flourished, the camps grew into small villages. The villages and a short history of each follows.

Whitney

Whitney named in honor of Charles Whitney, land surveyor for the Pittsburgh and Lake Superior Iron Company, was the largest village in the township in 1880. The mills and the lumbering business offered employment to many people who were housed in log cabins, small company-owned homes or in the central boarding house. A post-office was established at Whitney in 1881. In a few years when the lumber resources were depleted the company officials moved on. Even when the logging trade was booming, no depot was built at Whitney but a depot agent made his headquarters at the general store.

The National Pole Company tried a noble experiment in establishing one of the largest farms in Michigan with 2,240 acres but farming on a large scale was not very successful. The National Pole Company farm has been decreased to about 600 acres and is now operated by Mr. Klasek. Many of the early woodsmen now gain a livelihood by farming and the harvesting of forest products. The residents now receive their mail by U.S. mail carrier, automobiles have taken the place of the early C. & N. W. trains, and lumbering as a

business has passed on. Most of the residents are of Swedish nationality.

Perronville

The most progressive village in Harris Township had its beginning as a lumbering town. It was named in honor of Mr. M. P. Perron who purchased land and constructed a mill there about 1891. The post-office was established in 1899.

A general merchandise store, a large boarding house, and a community ballroom were constructed by Mr. M. P. Perron. Other structures that followed were two blacksmith shops, a doctor's office and residence, and numerous log cabins by the employees. The first cheese factory was built in 1914 by Mr. Serahn.

A junction railway extended about twelve miles north of Perronville. The train service consisted of one passenger and express train daily and several logging trains.

Missionaries came to Perronville and held devotions in the school or other buildings once a month. The first Catholic church was built about 1918 and was destroyed by fire in 1922 when the present church was built. Early settlers in Perronville were of French descent but now the Polish nationality predominates.

The State Highway M-69 was constructed in 1918. Previous to that time the village was made accessible by train or by horse and carriage over a rough road bedded with corduroy.

Within the past few years several residents of Perronville have started minkeries. Most residents earn their livelihood by farming and harvesting forest products.

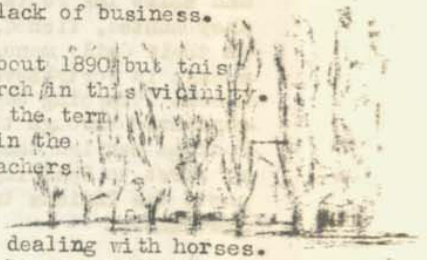
Wilson

The village of Wilson, at one time known as Ferry Switch, was named in honor of Mr. Wilson who was one of the first settlers in this area. He constructed a large sawmill. A general merchandise store was built by Mr. MacIntyre and mill employees constructed several homes in the village. Mr. Wilson served as the first postmaster of the village which was in Spalding Township until the township division in 1902.

The Spalding Lumber Company and the Iron Cliff Company of Negaunee carried on lumbering operations in this area. In 1898, Wilbur and Kellogg, established a pole yard.

The demand for transportation of forest products became great enough so that the Chicago and Northwestern Railway officials constructed a depot and employed men to work twenty-four hours of the day. Mr. Sparks was the first depot agent. Mr. William Brukardt, who has acted as the depot agent since 1918, is still employed, although railway officials have made plans to discontinue the depot service for lack of business.

A church was built by the Methodists about 1890 but this later burned. The Episcopalians have a church in this vicinity. When the first school was opened in 1881-82 the term was only three months. With consolidation in the township the Wilson school now has three teachers for grades K-6.



Mr. William Kell started a business in dealing with horses. Mr. William Kell, Jr. is now continuing the business. The first cheese factory was erected in 1910 by William Belfry. It is now owned and operated by Mr. Helmer Olson. The village blacksmith shop is now owned and operated by Mr. John Plansky.

The first general store was destroyed by fire in 1935. Mr. William J. Roberge constructed a new fireproof store on the same location later the same year.

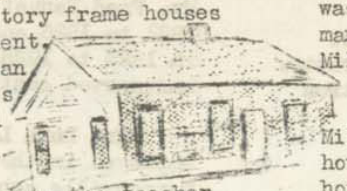
The area surrounding the village of Wilson is today regarded as a first-class farming district. Many farmers have developed splendid herds of pure-bred dairy cattle.

Lumbering operations from second-growth forests are carried on by the farmers during the winter months. The farming and lumbering operations enable the residents to earn their

livelihood.

Hannahville

Hannahville, named after Mrs. Hannah Marksman, the missionary's wife, is located among hills and valleys about three and one-half miles south of Harris. Wooded edges of old hay fields mark out a beautiful landscape. The homes of the Pottawatomie Indians who live here, are two-story frame houses which were constructed by the Federal Government. The Hannahville School and church in the Indian Reservation were built earlier. The church is used today. The school which had been closed for about nine years, was reconditioned and reopened in 1931 and is still in use. A teacherage was constructed in 1931 to accommodate the teacher as there was no means of travel in the winter time. Mrs. Florence Dault was the first teacher when the school was reopened.



The Indians have a Community Club in which they take an active part. The objective of this club is to better industrial, health, educational, and home conditions of its members.

According to one of the members of the tribe, Indians have been living at Hannahville for almost 70 years. In a little cemetery near the church is a grave marked 1890. The inscription has the words—"Elizabeth, daughter of Peter and Juliana Martin, born November 1, 1885. Died August 5, 1890."

Many people are interested in the handwork of the Indians. They manufacture bows and arrows, moccasins, canoes, baskets, and other articles symbolic of their ancestors. Their native handicraft abilities enable them to make a living. The federal government encouraged and subsidized farms for the Indians but the experiment was not successful.

Indian Town

The name Indian Town had its origin in honor of Mrs. Simons, an Indian woman, who gained modest wealth in serving the area as a midwife. She also prescribed many herb remedies for the sick.

Indian Town was once an important railroad junction. The railroad branched off to Health's shingle and lumber mill which was constructed in 1900 about four miles south of Indian Town on the bank of the Cedar River. The railway junction was heralded as the beginning of a fast growing city. The railroad was extended to Heath's Mill and on to Gourley Township. As many persons of Belgian descent settled in the region of Heath's Mill, the area is often referred to as the Belgian Settlement.

A general merchandise store was constructed at Heath's Mill by Mr. MacCauley and Mr. Heath constructed a large boarding house for his employees. Railway officials erected a round-house where locomotives were stored and serviced. All this took place near the banks of the Cedar River.

A large dam was constructed in the Cedar River and it was used during the log drives each spring. The area boomed until the forests were denuded.

Today, only a few landmarks remain to enable early settlers to recall the rapid growth of the village and then its rapid extinction as the lumbering industry waned. The area is occupied by farmers who are able to sustain their families by diversified farming.

Harris

Harris, named in honor of Michael B. Harris, was formerly called DeLoughary after George DeLoughary who was the first white settler in the vicinity of Harris. George DeLoughary operated the first saloon in the village of Harris. It was located where the present residence of David Flynn stands. M. B. Harris was the first white man to settle with the Indians at their reservation.

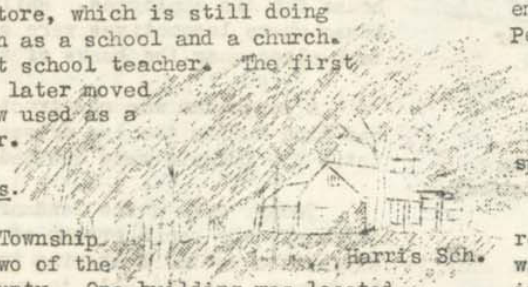
When the pioneers needed provisions they had to notify the railroad officials who would see to it that the provisions were delivered as soon as possible. The pioneers lived in log

structures hewed to perfection with the broadaxe. All their furniture was made from the forest products then in abundance.

M. B. Harris built a shingle and lumber mill at Harris. Following these, a store, hotel and blacksmith shop and a cheese factory were constructed. Shortly after construction, the mill and hotel were destroyed by fire. The mill was rebuilt in 1910 and again was destroyed by fire a few years later.

The garage, now closed, marks the location of the first blacksmith shop which was owned and operated by Alex Chiverette. The residence now owned by James DeLoughary marks the location of the hotel before it was destroyed by fire.

The second story of the store, which is still doing business in Harris, served both as a school and a church. Miss Ellen Forest was the first school teacher. The first schoolhouse now stands and was later moved near the old highway and is now used as a residence of the school janitor.

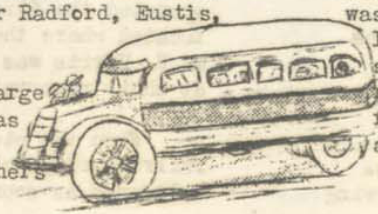


Harris Sch.

Schools.

The division of Spalding Township in 1902 gave Harris Township two of the finest schools in Menominee County. One building was located at Wilson and the other at Harris.

Schools were constructed wherever community residents desired them and had ten or more children of school age. School buildings were constructed in farming areas when a group of farmers so desired. Consequently, eleven different schools were built up to 1925; namely, Wilson, Kleiman, Forty-Seven, Belgian, Harris, Hannahville, Page or Radford, Eustis, Whitney, and Dryads or Section 13.



Transportation of school children in large all-steel school busses and consolidation has closed all but four of the original eleven buildings. Perronville which has four teachers now enrolls grades K-8, inclusive, and includes the area previously served by Section 13, Whitney, Radford, and Eustis schools. The Wilson school which has three teachers and which is now enrolling grades K-6, inclusive, has been remodeled and serves the area previously served by Forty-Seven, Kleiman, and Belgian. The Harris high school which was organized in 1922 has six teachers with pupils of grades 7-12 and serves pupils in Harris Township and neighboring townships. The Hannahville school serves only the Indian school children. Mr. Fred Bennette was the first superintendent of schools from 1922 to 1926 and from 1928 to 1930. Mr. Victor Vaughan served in 1926 to 1928. Mr. Joseph B. Gucky who is still serving, has served continuously since 1930.

Mr. Dona LaBelle was the first full time school custodian employed in the Harris school and Mr. Peter Glowacki at the Perronville school in 1936.

Early Occupations

The early occupations were fur trading, fishing, lumbering spinning, and weaving.

The occupation that attracted many white people to this region was the manufacture of charcoal. The first charcoal was made by placing maple logs eight feet in length on end in a shallow pit with a diameter of about 20 feet. Then four-foot logs were placed on top of the other logs in a form of a beehive. The entire pile of logs was covered with dirt with the exception of a small opening at the top in which was placed dry combustible material. The pile of logs was ignited and carefully watched so that it smoldered for several days. The charcoal was then shipped by railroad to the Union Fuel Company located at Pittsburgh. In 1910 the charcoal was made in brick kilns. The brick kilns were larger and were usually constructed on the side of a hill in order to facilitate the rolling of logs into the kiln. The only remaining kilns of this kind left in the township are located at Houle's. At present they are used as ice houses.

Farming as an occupation developed slowly. The individual desiring to clear some land made a "bee" and all the neighbors lent helping hands. Small and large timber alike was cut down, sawed into convenient lengths, piled up and burnt. During the progress of the bee, beer and whisky flowed abundantly. Fiddlers appeared in the evening and dancing, drinking, feasting, and fighting wore out the night. Other bees were in order for such purposes as barn raising, spinning, and quilting.

Old folks' and young folks' dancing parties were held every Saturday night at the Clairmont house where the music was always furnished by fiddlers, of whom Oliver Bezier at Harris is remembered as the most famous.

Early settlers carried provisions for the house on their backs, walking over winding trails through the forests. During the winter months hand-sleds were used in carrying the heavier loads. To get things from either Escanaba or Spalding, the pioneers flagged the train at the point where their trail reached the railroad track and placed their order with the head of the train crew. The ordered provisions were usually delivered the following day at the same point that the order had been given, provided the person ordering was there to accept the goods.

Before post-offices were established, pioneers mailed their letters at any point along the railroad track by tying the letter to a hoop which was caught by the engineer while the train was in motion.

If passenger service was desired the individual demanding the ride would flag the train and board the caboose. At first the only passenger service between Escanaba and Green Bay was by boat via Bay de Noc and Green Bay.

The first supervisor of Harris Township was M. B. Harris. Others comprising the first group of officers were: Clerk, Willard French; Treasurer, Frank Lefler; Highway Commissioner, Patrick DeLoughary. Dr. Walker, whose office was in Spalding, was the first physician.

At that time the stylish women wore long skirts with a tight basque and huge sleeves. The men wore peg-top breeches and German socks.

---Information gathered by Joseph B. Gucky and school staff.

OLD NEWS OF HARRIS TOWNSHIP

Menominee Democrat 8/7/86 John Naure, a farmer living near Indian Town, found the body of an unknown man, covered by a pile of logs, about ten rods from the railroad tracks two miles from Wilson. The man was well-dressed, but no papers, money, or valuables of any kind were found on his person. It looks like a clear case of murder.

Menominee Democrat 2/19/87 DeLoughary (later Harris) One and a half miles from Indian Town on the C. & N.W. Ry. DeLoughary is one of the liveliest little burgs on the line. It is a wonder the railroad company has no station here. M. M. Harris has a splendid sawmill, employing 90 men, also a large general store. DeLoughary Brothers have a set of coal kilns --- they are taking it easy.

Wilson 3/25/93 The Easter services of the M. E. church were a great success.

Whitney 2/18/93 The Pittsburg V. L. S. Co. are shipping about 14 cars of charcoal a month. The weather is not very favorable for coal burning.

Whitney has the largest tie contract on the main line this winter. Over 40,000 are out at present. There are five camps at work with Whitney as headquarters.

Whitney 10/21/93 Mr. Livingstone and son Robbie have killed thirteen deer since the opening of the season.

Miss Powers is the teacher here.

FISHIN'

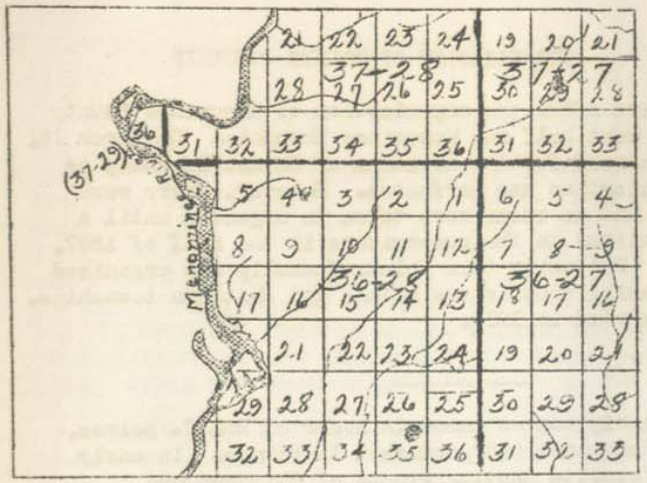
I hear the pussy willows calling me
The popple leaves are glistening
in the sun,
The snow is melting fast upon the
hillside
And clover's growing where the
waters run.

I hear the blackbird calling to his
sweetheart,
The woodchuck and the gopher have
come out;
I'm fussing with my flies and fishing
tackle
'Cause I'm hungry and I'm going
after trout.

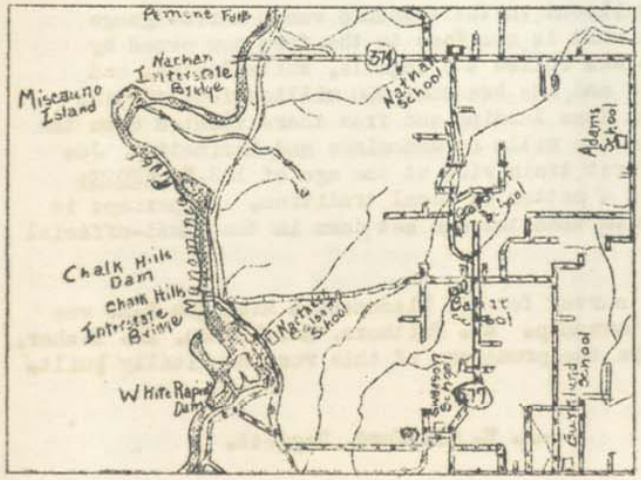
Today when I was out a-hunting
firewood
I saw arbutus peeping from the ground,
And that's a sign the speckled trout
are biting,
You bet I know just where they can be
found.

And if they think my flies are out of
season,
I've got the fattest worms a trout
could wish;
I can smell that trout a-frying with
the bacon,
I'm hungry and I'm going after fish.

— C. F. Whiteshield
Formerly of Powers



Holmes Township embraces Fractional Towns 36-28 and 37-29 and the S½ of Fr. Town 37-28 and the W½ of 36-27 and the SW¼ of 37-27. Surveyors completed their work in 37-28 in 1850 and in the other towns in 1852.



HOLMES TOWNSHIP

What Early Surveyors Saw

36-28

"The surface of this township is gently rolling. The soil is uniformly sandy and generally second or third rate. The timber on the dry land is white and yellow pine chiefly, with hemlock, maple sugar, fir, etc. There is more or less good pine in all parts of the town, though it is more damaged by fire in the southwest part and along the Menominee River than elsewhere.

"The swamps are generally nicely timbered with cedar, tamarack, spruce, and black ash. They are in most cases narrow and they border usually upon the small streams. The course of these streams is almost invariably to the southwest. Where the pine predominates there is in some places a heavy undergrowth of hazel and blackberry briers. A well-defined ledge of limestone is found on the line between Sections 25 and 26. The island in Sections 20 and 29 contains some good land and some very good pine, though more or less damaged by fire.

"A combination of circumstances renders the location of White Rapids one of peculiar interest and delight. The lands on the Wisconsin side are truly delightful. Their gently undulating surface presents old fields once cultivated by man, but now waving in a rich growth of wild grass. The lands on the Michigan side strangely contrast with these, being more elevated and broken, and marred by the ravages of fire, presenting a forest of black and dead timber. Here the river passes over an apron of sandstone. When the river is low a portion of its bed is presented to view, covered with massive boulders. In the deeper parts of the channel the current is much broken up by its own velocity and the unevenness of the rock underneath."

White Rapids. "These rapids extend a short distance above as well as a short distance below the intersection (line between 29 and 30 with the river).

"Men frequently run down these rapids with canoes."

"The bed of the river here is sandstone of nearly horizontal strata."

"Near the corner of Sections 10,11,14, and 15, water slightly impregnated with sulphur was observed. The Menominee River where islands do not intervene is quite uniform in its width, being from 5 to 7 chains (330 to 460 feet) wide generally. The stream is rapid, and on account of numerous shoals where the water is low does not afford the facilities for business that it otherwise would.

"The variation of the needle fluctuates from 5°30' E to 6°30' E."

Along line between Sections 30 and 31, "old clearing overgrown

with brush and briers."

Along the river bank, going upstream from the line between Sections 20 and 29, the surveyor mentions a "Mill Site" along the channel of the river on the east side of the large island, and near the main channel not far from the line between Sections 17 and 20 "John Premo's improvement." Also in Section 31 mention is made of the "head of trail from SE called White Rapids Trail."

37-29

This fragmentary fractional township contains hardly one section of land in the vicinity of Miscauno Island.

37-28

"The surface of this township is hilly and rolling, soil third rate sandy and gravelly soil. The south tier . . . of sections timbered with good white and yellow pine, hemlock, beech, sugar, lynn, birch, elm, ironwood, etc. The remainder is mostly windfall and swamp. Streams rapid with sandy and muddy bottoms. There is a ledge of trap rock at Pemene Falls. Swamps timbered with cedar, tamarack, spruce, black ash, fir, maple, alder, etc."

36-27

"This township contains more swamp than dry land. The dry land is slightly rolling. . . . Much of it has a good sand and gravelly soil. No ledges nor mineral springs were discovered. Limestone boulders abound in the streams and render the surface of the land in some places stony."

37-27

"The surface of this township is for the most part level or but slightly rolling. The rolling land consists chiefly of slight ridges lying between the swamps and running generally in a northeast and southwest direction. A large portion of the township is swamp which is timbered chiefly with cedar, tamarack, and spruce. Some of the ridges . . . have a dense growth of sugar, beech, hemlock, fir, lynn, etc. . . . I conclude a limestone formation underlies much of this region, the outcroppings of which are most plainly discoverable on the line between Sections 19 and 30."

ORGANIZATION OF HOLMES TOWNSHIP

For many years after the organization of Menominee County in 1863, all the west half was Menominee Township. On March 16, 1877 an act was passed for the creation of Holmes Township as soon as its organization was perfected. However, there were few people there and no steps were taken to organize until a petition was submitted to the supervisors in the fall of 1887, ten years later. Following this Holmes Township was organized separately, embracing what is now Holmes and Faithorn townships. Faithorn was separated in 1919.

"Holmes Township was so named in honor of Wm. J. Holmes, former mayor of Menominee and prominent lumberman. In early days it was the favorite hunting ground of Chippewa and Menominee Indians whose settlements were west of the Menominee River. Joe Dakota, however, a Chippewa, settled near Chalk Hills on the Michigan side. There was a burial ground south of White Rapids. Hundreds came every spring to the Michigan side to make maple sugar and syrup.

"The first railroad in the township was a narrow gauge logging road from what is now Koss to the farm now owned by Xavier Ducat. It was called the Ingalls, White Rapids, and Northern. Over it and its branches 500 million feet of pine were hauled to the Koss landing and from there floated down the Menominee River to the mills at Menominee and Marinette. Joe Dakota took his first train ride at the age of 103." (NOTE: The item of age is a matter of local tradition, and perhaps is more nearly accurate than the age set down in the quasi-official death record.)

"In 1893 the survey for the Wisconsin & Michigan R.R. was made through the township. Mr. Faithorn, Mr. Nathan, Mr. Fisher, and Mr. Bagley were the promoters of this road as finally built."

—A. W. Clifford, Daggett.

Burklund Community

Hokem's Shingle mill was in Lake (then Stephenson) Township but it was a part of what is now called the Burklund community. It was located about one-half mile southwest of the place where the Swedish Lutheran Church now stands. Here the shingles were made and taken to Daggett to be shipped away. An interesting thing about this mill was that a railroad from the mill to where the logs were picked up was made of thin cedar poles instead of iron rails. These cedar rails or poles were put on top of large logs laid on top of regular railroad ties. These thin cedar rails were fastened to the large logs by wooden pegs. Mules were used to pull the cars on the rails.

Just north of Hokem's mill John Humfelt located his lumber mill. Most of the homes in this community have been built from lumber sawed at this mill. He operated this mill alone and sawed about three thousand feet a day. The first power used was horse power. The drive wheel was made entirely of wood, cogs and all. The belting was homemade of heavy mattress material.

This Mr. Humfelt donated most of the lumber to the Lutheran Church which still serves this community. He hand-carved the altar and interior woodwork.

The first settlers came into the community about the year 1876. They had to go to Stephenson to get to the nearest store. Practically all the pioneer settlers were of Swedish nationality.

The Burklund School grounds were donated to the township by August Haggerman. This was the second school built in Holmes Township, the Pembina school (now Brandt in Faithorn Township) being the first.

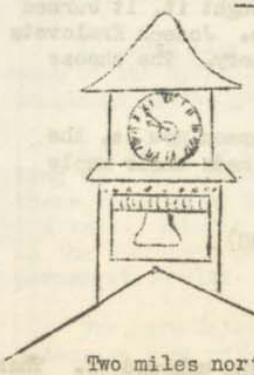
At that time both Holmes and Faithorn townships were a part of Menominee Township. The first school in this community was built in 1881-2, but about 1901 a larger school was built on the same grounds and the old building was used for a township hall and is still in use today.

(NOTE: School was held in this community for three months in the year 1880-81, although there was no school building. It was maintained by contributions. The district was No. 7 of Menominee Township then; W. J. Argabrite was the first director. Seventeen children of school age lived in the district, eleven of whom attended school according to the report made for 1881. The salary paid teachers was $60 for the three months. The following year with a building that cost $600, school was held for six months. Thirty-one children were listed on the census, and of these 18 attended school. The 1888 census listed 62, showing the rapid growth of the community, and 38 of these were in school.)

Most of the pioneer farmers were homesteaders. They took out tanbark to make their living. This was the bark of the hemlock used for tanning leather.

In 1919 the farmers started a cheese factory. This factory is owned and operated by the farmers of the community.

—Clarine Burklund Lance (1940)



Swanson Community

The Shaky Creek three miles west of Swanson was at one time a very important little stream. Before the railroads came in this creek was dammed up just south of the road running west from Swanson. It was then used to float logs on down to the Menominee River.

Two miles northwest of Swanson the Hamilton-Merryman Company had a large camp and landing. Here the first ice road was built in the lumber roads on the Menominee River. This Company was one of the pioneer companies of the Twin Cities with large holdings along the river here in Holmes Township.

Just south of Swanson was the large lumber camp owned by John Bagley. All the surrounding timber was virgin forests. This Mr. Bagley then owned what later became the Wisconsin and Michigan Railroad. It was only a narrow gauge road at that time. He later sold this road to the Wisconsin and Michigan Company and they built the standard gauge used.

The community was named after Solomon Swanson who was supervisor of Holmes Township for seventeen years. When the railroad came in he asked for the spur at Swanson and his name was attached to the locality from then on.

The railroad company owned the farm just north of Swanson. The school was built on ground donated to the township by the company in about 1907. To this school Mr. Faithorn, of the Wisconsin and Michigan Railroad, gave the large clock which is still to be seen in the belfry of the school. This clock is run by weights.

Shortly after this spur was put in, the railroad company built a depot with a station agent located there and also built a store and hall near the depot. This store was bought later by Anton Dolsky. Shortly after he bought it, it burned and a smaller store was put up in its place. Joseph Kralovetz bought this store and started a cheese factory. The cheese box factory was started by Mr. Kralovetz.

About one-half mile north of where Swanson now is, the Indians had a large "sugarbush" where they made their maple sugar.

--Clarine Burklund Lance (1940)

Nathan Community

In 1894 Nathan was unheard-of. There was only a vast wilderness; but the Wisconsin & Michigan Railroad was built that year from a narrow gauge to standard. Then the road was bought by a large dry-goods concern, Kuh, Nathan, and Fischer of Chicago. The name Nathan was taken of Nathan.

The first settlers here were Eugene Houte, Paul Brunette, and myself, C. W. Wilkins; nationalities, German, French, and Belgian. Fred Golden was also an old settler and is still here, and Fred Wachter who was a cedar jobber, and long since dead.

Our first post-office was called Wittmund, later changed to Nathan. Our first school was established in 1897. Our first church was built considerably later, subscriptions being obtained wherever we could get them, to build the Catholic church which stands here today.

In 1896, and later, we had one hotel, one store, and one saloon, with several logging camps in the vicinity. The Indians near White Rapids did a lot of trading here.

After the logging was done, farming took its place; and in reality community affairs have improved since the change.

—C. W. Wilkins, Nathan (1940)

Banat Community

The settlement at Banat was made in 1909-10 by Hungarian and Austrian settlers, mostly from St. Louis and headed by Frank Schmidt. The original plan was to live in the village and operate the outlying farms. This plan, however, was not successful and most of the settlers later moved their homes to their lands.

The settlers had been told the pine stumps were very valuable for the manufacture of turpentine, and lands were selected according to the prevalence of pine stumps. One of the settlers has told this writer how angry he was because there were so few stumps on the tract allotted to him.

—A. W. Clifford, Daggett (1940)

(NOTE: Banat had its name from Banat in the Old World, an agricultural region in the southern part of the settlers' native land Hungary. It is said the earliest name was Lawris.)

A newspaper clipping of 1909 has the following to say about the settlement of Banat.

G. H. Hagen, agent for the Menominee Land and Abstract Company was in the city with a family of immigrants bound for the new settlement at Banat, 36 miles north of Menominee on the W. & M. R.R. The settlement which already has 37 families is unique in the county, and promises to develop into one of the most prosperous.

Composed mainly of German Hungarians, the village is laid out in exact reproduction of the method in vogue in the old country. The settlement has one immense building 120' x 16' which houses seven families; it is divided into compartments, one for each family.

The settlers are under the leadership of one of their own race, who keeps a general supply of necessaries and sells them to the settlers at cost.

The farms which vary from 40 acres to 160 acres are about three miles from the village. The men and women go to the farms every morning and return in the evening. This unusual procedure is patterned after the villages of Hungary where settlements are always a mile or more distant.

Since the settlement was first formed some months ago the advancement has been rapid. The land which is high is covered with second growth timber, mainly hardwood and pine. The soil is fertile clay loam and will repay cultivation. A general store building has been erected, and F.J. Schmidt, colonizer, placed in charge. He makes his home in the settlement and directs the work. Each one owns his own plot of ground and may plant what he desires.

Menominee Herald-Leader, 11/9/09

NORTHERN BALSAMS, OR CHALK HILLS COMMUNITY

The most recent community to be developed in Holmes Township is the one which has grown up in connection with the huge electric power plants at Chalk Hills and White Rapids. Construction of the plants was begun in 1926 and completed in 1927. Each of these plants is equipped to develop over 10,000 horsepower, and they are among the largest plants of the country.

While the dams were being constructed and the buildings erected large forces of workmen were on the job. Many were accompanied by wives and children who secured such living quarters as they could. The first school was organized in a renovated bunkhouse and was crowded with the children of the workers. The teacher was Miss Olga Oakland of Marinette.

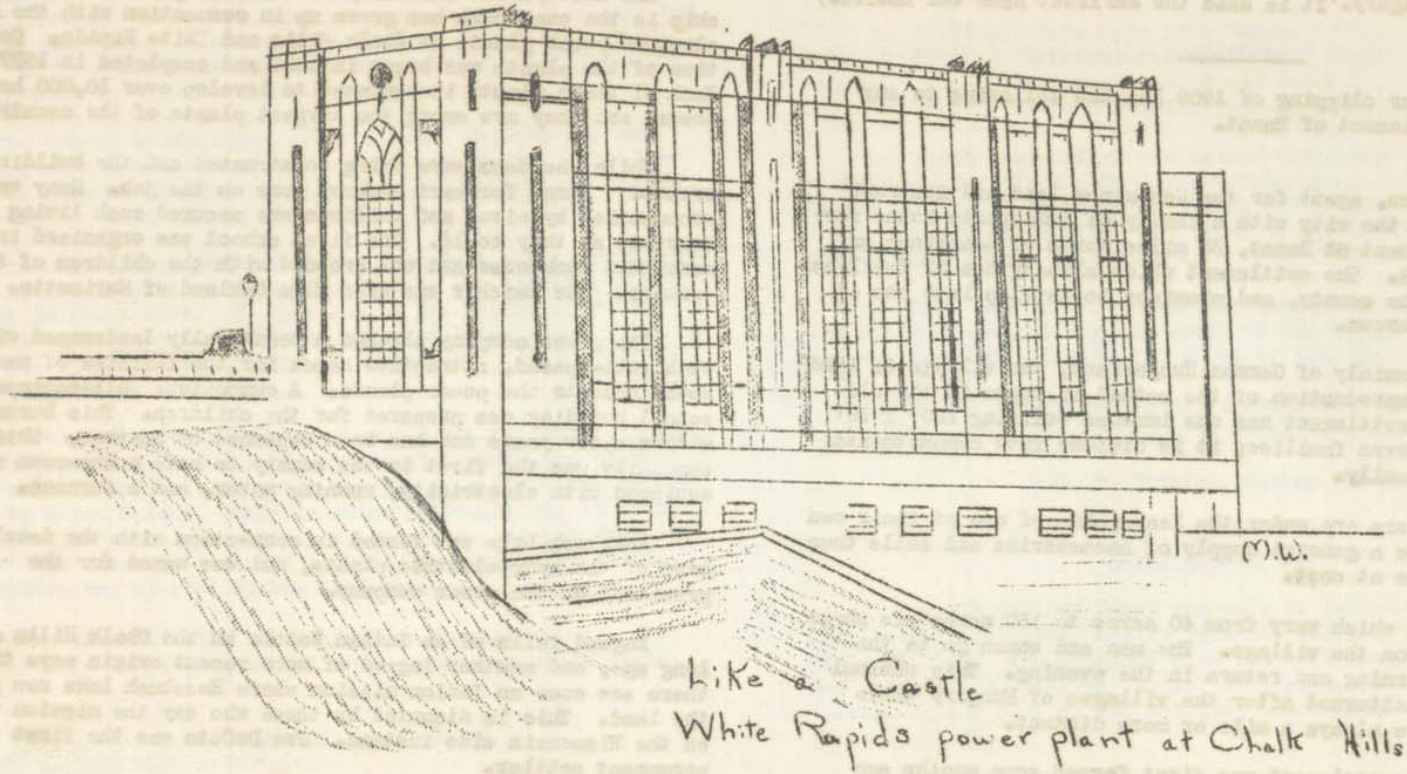
The power company planned a beautifully landscaped village with well-spaced, attractive homes for the families of men who would operate the power plants. A commodious well-equipped school building was prepared for the children. This burned within a few years and has been replaced by another. This community was the first in the county to have a one-room school equipped with electricity, running water, and a furnace.

Rosebush Lake was formed in connection with the development of the hydroelectric plants, and was named for the president of the power company.

Legend tells of an Indian battle in the Chalk Hills area long ago, and another legend of more recent origin says that there was once an Indian mission where Rosebush Lake now floods the land. This is disputed by those who say the mission was on the Wisconsin side instead. Joe DeCota was the first permanent settler.

Northern Balsams is hemmed in by the river and an extensive game preserve. Wild deer are plentiful, and not too wild to make havoc of gardens and fields.

For the sake of convenience the people have their mail addressed to the post-office at Wausaukee, Wisconsin. A bridge at Chalk Hills crosses the Menominee River.



Like a Castle

White Rapids power plant at Chalk Hills

JOE DECOTA
By Paul Krueger

In the days of the fur traders there lived near Port Arthur, Canada on the north shore of Lake Superior a halfbreed Indian with his fullblooded Indian squaw. The oldest of his many children was a very ambitious young buck named Joe DeCota.

As soon as he was able to pack a musket young Joe made for himself a reputation for skilled marksmanship and for ability to ferret out the most desirable location in the woods to set a successful trap line. Even as a boy he outdid his fellow trappers to such an extent that he was soon noticed by fur-buyers for the Hudson Bay Fur Company with headquarters in the vicinity of Detroit.

Because of Joe DeCota's keen sense of direction he was presently employed as an Indian runner and made many long, lone journeys to various Indian tribes in the United States and Canada. Several times he crossed Lake Superior on the ice and journeyed southward over the Upper Peninsula of Michigan, then came by way of Lake Michigan to the mouth of the Menominee River and noted Green Island in Green Bay, an observation that later proved to be an asset. He also made runs to the Ojibway camps at St. Ignace and had crossed the peninsula, following the course of the rushing Escanaba River named in Longfellow's poem.

Joe DeCota, being a trusted and able guide and runner, was employed by the Hudson Bay Company as dog team sledge driver, whose duty was to haul fur pelts, purchased by the company in the north, to Detroit and thereabouts. Having performed his duty much to the company's liking, Joe became their most trusted driver and the greatest risks were delegated to him.

One spring young Joe was sent south with a load of valuable furs, his last for the season. Joe had to make haste so as to return before the spring break-up. He had no knowledge of a compass and on such trips from his home to the main warehouse kept his direction and bearings by keeping the Lake Superior shore on his left, going east, and the Canadian shore, going south. When returning north these shore lines were kept on his right.

Joe reached his destination with his last load and on his way back kept the Canadian shore on his right until he reached the Straits of Mackinac, where he became lost in one of the worst blizzards he had ever been in. This raged for several days during which Joe pushed on, toward home he thought, but he never reached it. In the storm he thought he made less progress than he really did. In the blinding snow he missed the St. Mary's River and in doing so was going westward, having on his right the south shore of the Upper Peninsula, instead of being lost in some bay on the Canadian coast as he thought. In the severe storm his lead dog died and the rest of the dogs frenziedly fought each other until all but two were dead. One of these was too badly mangled to be of any use, and Joe took what he could carry and haul with one husky.

After his sled was cut down so one man and one dog could handle it, Joe set out on foot, thinking he would soon reach St. Ignace where he would be safe. It was not until he reached Little Bay de Noc or Escanaba that he realized that he was actually lost. The Escanaba River country was too rough to try to cross as the snow was getting soft with a lull in the storm. Joe considered turning back but decided it would be better to forge ahead toward the mouth of the Menominee River where he planned to find some of the Menominee Indians.

Joe had taken only enough food for a day as he had expected to walk only across the Straits of Mackinac to reach the Ojibway camp. Now he was tired and out of food and Menominee was a long way off. To make things worse rain began to fall and slowed his progress. Near the mouth

of Big Cedar River he killed his dog for food, which he had to eat raw. He was weak and sick.

Rain kept falling, and the young runner tramped on, becoming sicker each day. He finally reached the mouth of the Menominee River which he recognized by the landmark of Green Island. He continued to trudge on after nightfall, hoping soon to reach some Indian cabin. Much to Joe's sorrow he found the Menominee Indian camp vacated. The Indians had gone upriver where they were preparing brush traps to catch fish in the vicinity of White Rapids where the ice went out earlier than near the mouth of the river.

Joe followed the river, but traveling was worse each day; and when he reached Grand Rapids, the place where the Ingalls power plant is now located, the spring break-up came; and large ice cakes crushed and ground their way down the river. So Joe climbed the banks and after watching the grim ice and slime of the water churn by, made his way northward on land. He was out of food entirely and, besides that, very sick, yet he forced himself to go on, thinking he could make his way north by way of the Menominee River and Lake Michigamme to Lake Superior.

It was morning when he began walking north from Sixty Islands; part of the time he crawled, hoping something might turn up in his favor. By sundown that night he had only gone a little over one mile, coming to the place where the White Rapids power plant is now located. He was exhausted and took a drink from a spring-fed stream which empties into the Menominee River, then walked to the edge of a cornfield which was planted each year by the Indians. There he lay down to die, hoping someone would find his body at planting time.

Help came from across the river on the Wisconsin side where, unknown to Joe, the Indians were camped. A young squaw was hiding in the brush watching this stranger's actions. When convinced that he was in distress, she paddled across the river in her canoe and came to his rescue.

She took Joe to her camp and nursed him back to life and health. Now he was her man, and she would not have any other trying to be too friendly toward him. Joe DeCota married the young squaw, but found it none too pleasant living among his new neighbors.

He, therefore, took his new wife and moved over the river into what is now Holmes Township in Menominee County, (1832). There he built a fine hewn log cabin where they lived happily. Leaving behind the post or mission where envious fellowmen lived, Joe chose the surroundings where he reared his family.

He did not desert his fellowmen entirely, as he returned at times to mingle with them, especially when early white settlers and pony buyers came over the river in canoes to buy Indian ponies. It was easy to buy a pony when the buyers paid off with handfuls of silver coin, placing large sums in silver on a table rather than paying with bank note or check.

There are descendants of the man Joe DeCota still living in Marinette and Menominee counties.

ON OLD MENOMINEE
Written by Paul Krueger, Chalk Hills

I
Long ago one Joe DeCota
Built a cabin all his own
Near a small creek in the timber;
Thought that here he'd live alone,
Shoot the big buck with his arrow
Spear the beauties from the stream,
Cut the wood to build his fire,
Broil his fish and steak, and dream;

Well content within this woodland
Such a heaven to fulfill.
Down the river was White Rapids.
Up the river was Chalk Hill,
Where the northern pike and walleyes
Lived in waters foaming white,
Broke the water for their freedom,
But to Joe would lose their fight.

II
East and west of old Menominee,
Oh its banks, here low, there high,
Stealing softly through the timber
Men with guns are passing by.
Why this troop, why these invaders
In the woods along the shore?
There's no war, no hostile Indians
As in stirring days of yore.

Yet each fall these men, this army,
Make the woods like thunder roar:
Joe DeCota could not stop them,
Game by scores away they bore.
Then in spring a whole battalion,
Not with arms, but rod and reel,
Caught the walleyes, speckled beauties,
Took them all to fill their creel.

Humph, these white men plenty selfish!
Joe DeCota felt less free,
And he looked off through the pine woods
For as far as he could see.
Then he heard a woodsman's ax
And the cruel saw's whining sound;
Joe DeCota's heart beat faster
As a tree sank to the ground.

Through the eighties to the nineties,
Timber fell like twigs of brush;
All around his cabin home
Pines were logged off with a rush.
Huh! This Injun gonna leave here,
No more beaver, no more mink,
No more buck, yes, no more forest!
Injun gonna starve, I think.

III

Joe went to a reservation
With his followers to live,
Left his cabin to a woodman,
He had nothing else to give.
White men stripped the forest from him
Made him live a lonely life:
Of his treasures he had nothing
But his arrows, bow, and knife.

Many moons and many seasons
Passed by slowly now for Joe.
Growing old he slowly withered,
When he walked, he'd cough and blow;

. . .

In his wigwam by his camp fire
With the embers burning low,
Indian voices sang at passing,
Happy hunting ground he go.

IV

On the long path, skyward wending,
Toward Great Spirit's Land went Joe,
Leaning forward, looking outward
To his land of long ago,
As he muttered, Heap big difference
Since the day when I was there;
Now the river bottom's changed.
Scenes take on a different air.

Poplar brush and willow bushes
Where the big trees used to grow.
Here a rabbit, there a partridge
Where in droves they once would go.

. . .

Lots of deer and lots of fishes
As in many moons ago --
A spirit's prayer, this Indian wishes --
Please, White Man, restore them so!

All is strange to Joe DeCota
As he pauses for awhile;
The only timber he sees standing
Are the trees on Sylvan Isle.
No more creek now near his cabin,
But a bay he sees instead.
No more rapids, but calm waters,
The spirit turns away his head.

North of Chalk Hills Lake Miscauno,
Big Lake Rosebush to the south,
Then White Rapids, then the river
Flowing slowly toward its mouth.
When he sees his empty home
There is left no room for doubt,
Though beyond are monstrous cabins
From which whirling waters spout.

From a giant castle towering
At Chalk Hills as in old tales;
Joe hears mighty pulses throbbing
Like the beat of heavy flails,
At White Rapids is another,
Built along the Gothic line;
What a contrast to his cabin
With its hewn logs made of pine!

No more Indian camps or wigwams
Now stand grouped along the shore.
From Menominee river valley
They are gone forevermore;
But instead at Northern Balsams
Something stirs Joe to the core,
Landscaped homes with lawns and shrubs
Have other beauty than before.

No more pony tracks or footpaths,
No more dog teams pulling sleds,
No more pole trails or log bridges
Webbing forest ways with threads
Long wide highways built of gravel
(Some are made of white cement
On which modern autos travel)
Cover trails where Indians went.

Now men even cross the river
On a bridge fit for a king,
Not by canoe pushed with paddle
Or a raft pulled by a string,
All this glory, ease, and pleasure
To poor Joe confusion bring
And he asks aloud the question
What great white man did this thing?

Near the lake called Winnebago
Lived the great white chief whose thought
Helped transform the red man's heaven
Where the Indians dwelt and wrought.

. . .

Heap good man, the great white chieftain!
Heap wise man by deeds is known
Doing good for everybody
Not just for himself alone!