

## PRODUCTS AND MARKETS

Two weeks later I went to St. Louis to dispose of part of a raft of lumber which Chapman & Thorp and ourselves had made up, and found no market for it until we reached St. Louis. Mr. Chapman went before I did and had disposed of their part of the raft and our part was landed behind the dike in the lower part of the city. I had a letter from Mr. Rand, at Burlington, of the firm of Carson & Rand, to the man they had sold lumber to, a Mr. Whitehead, recommending our lumber. Mr. Whitehead sent his nephew with me to look up the raft. There had been very high water, but it had receded a good deal, and a part of the raft was aground and pretty well covered with Missouri river mud. Mr. Whitehead was a very nice man, running a little lumber yard. He treated me nicely and was a great help to me, with his nephew, who was about my age, in getting lumber to the bank and washing it off, which we had to do to sell it. He took a liking to me and invited me to stop with them instead of staying at the Monroe House, one of the old hostelries of St. Louis. I don't know how much I got for the lumber, but it seems to me it was \$16 per M. on the bank. It was good lumber and well manufactured, and a good deal of it was made from logs we got from Carson & Rand which they left on the Eau Claire river when they sold the property to Chapman & Thorp, and had sawed on shares. We took the logs in the river and brailed them to our mill, giving them one-half the lumber rafted at the mill. Mr. Rand was so well pleased with the lumber we had made for him (he took the first half we made), that he gave me a strong letter to Mr. Whitehead. Without the letter I do not know what I would have done. Mr. Whitehead advanced me some money to pay the balance due the men who had gone down river on the raft. Chapman had paid off their men, and I hired those men to help dig the lumber out and put it on the bank. I think that trip

kept me away from home about two months. The railroad had reached Sparta, and from Sparta I came by stage—the same means of conveyance I had when I started for St. Louis. The next year we got our logs from the Eau Claire river, brailing them from its mouth to our boom. The next year, 1860, we got most of our logs from the Chippewa. The logs were sorted at Chippewa and our logs came on down the river.

#### MILLS—BOOMS—DELLS DAM

Mr. Randall had conceived the idea of a sheer-boom, which was hung just below the Little Niagara, on that side of the river, and with that we sheered the logs to the canal leading into Half-Moon lake. For a couple of years the most of our logs from the Chippewa were sheered in Half-Moon lake, and to get them back we put in a temporary dam where the canal left the river, and by means of a jack-ladder, with a small engine, we managed, with spiked rollers in the top of the jack-ladder, to pull the logs over and dump them into our boom. The D. Shaw Lumber Company and ourselves built a long pile pier into the river into which our logs were sheered and guided into the canal, and then they were sorted into the lake—our logs put into our boom on one side and the D. Shaw Lumber Co. logs on the other side. Their logs were taken around to the outlet of the lake at the other end from where the present mill stands.

In 1861 or 1862 we planned to build a narrow-gauge railroad of forty-pound rails to take the logs back from the lake and roll them into our pond, in place of driving them back through the canal. I went to Pittsburg and contracted for a small locomotive from Porter & Smith, engine builders, building chiefly small engines for coal mining purposes. After our engine was built and before it was shipped here we enlarged the entrance to the canal and extended a long pier into and up the river, and had a sorting boom inside of that, so we could drop the logs into our boom through an opening in the