

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

long pier; so, instead of having the small locomotive shipped here, we sold it to the company of which we had bought it. We enlarged our boom by building piers, and then Capt. Lea and I thought we could hold all the logs that could come down the river on one side by building a flat boat, some 30-ft. long and 20-ft. wide, made very strong, and putting a machine on that boat, something like the machinery used on a dredge boat, and could tie it to the shore; and that with guy-lines from the boat to the piers that supported our boom out in the river, with that boat and a crane, or derrick, we could pick the logs up, swing them around, and pile them on the shore where we could roll them in after the water would go down. In that way we held a large portion of the logs. It was an ingenious affair and proved to be a great addition to our booming facilities. The sheer-boom for sheering logs in was a device of Mr. Randall's. He put fins (plank about eighteen inches wide, sawed tapering, something like our oar blades of these days), hung on a hinge attached to the boom, and then, with a rope hitched to a fin, and a lot of fins connected on the lower side of the boom with a windlass, and a rope attached to each one of them, we could swing them out from the boom, and the current against those fins would swing the boom around towards the shore of the river, which would carry them into the entrance to the canal, where we had a sorting boom to take our logs from the D. Shaw Lumber Co. logs which were run through the lake. That was labor under great difficulties, but we continued to do that way until we got the Dells dam built, sorting works above it, and the flume to guide the logs from the west end of the boom into Half-Moon lake. That was for the purpose of supplying the logs to the D. Shaw Lumber Company and another mill that had been built on the lake known as the Sherman mill—our logs being put through a ^{slide} ~~sluice~~ from the dam and sheered by the same sheer boom into our boom and that of Smith & Buffington, who had built a mill above where the canal entered Half-Moon lake. After the building of the Dells dam we were in shape

to enlarge our mill, and our business was much more profitable. Before the dam was built we lost a great many of our logs that would run under the boom when we were trying to sheer them into the place where we sorted them from the D. Shaw Lumber Company logs which were run into the lake. The Mississippi River Logging Company commenced to drive logs to Beef Slough and the logs that got away from us found their way there, in which case we had to sell them, and because of losing so many logs we had to put into the river a great many more than we needed to stock our mill.

The Chippewa Falls people, were always opposed to our building a dam here, in order that they might have some protection above them, and, as we thought, to stop their opposition to our dam here we organized a company—the D. Shaw Lumber Company and ourselves, Chapman & Thorp and L. C. Stanley having some stock in it—and we built a dam at Eagle Rapids, above Chippewa. The idea was to stop the logs at Eagle Rapids, five or six miles above Chippewa, and sort them, so that the logs for the mill at Chippewa could go into its own booms, and then we could loose the logs for Eau Claire and drive them down here. We hoped it would stop their opposition to the Dells dam, but they continued to oppose the proposition, and the second or third year after the Eagle Rapids dam was built a big freshet tore it out and it was not rebuilt. We finally got a charter for the city of Eau Claire to build a dam at the Dells for water works, which incidentally provided that slack water might be used for booming purposes. The next effort by the Chippewa people was to stop the Mississippi company from driving logs below Chippewa Falls, claiming that to be the head of navigation—assuming, if they could stop the Mississippi Logging Company from driving logs on account of the Chippewa being a navigable stream, they would be able to kill the two birds with one stone. If Chippewa Falls could be shown to be the head of navigation, it would mean that Eau Claire could not drive loose logs below Chippewa Falls

and would be forced to raft them, which would seem to be impossible.

WHAT MIGHT HAVE BEEN

If the people of Chippewa Falls had joined with Eau Claire we could have got legislation to prohibit the driving of loose logs in that part of the river navigable for small boats, because at that time the United States government had not made an appropriation to improve the navigation of the river. That was the opinion of Chief Justice Dixon of our supreme court, and of Senator Vilas. They advised us to go to the legislature for such a law, but Chippewa and Eau Claire could not think alike. If they had done so, there would be millions of logs on the Chippewa river yet to be manufactured, and it would have required a railroad on each side of it to the Mississippi to carry the produce of the mills that would have been built along this river. We cut for twenty or twenty-five years on the Chippewa and its tributaries, above here, from five hundred millions to seven hundred twenty-five millions of feet of logs a year, and only a small portion of them was manufactured on the river, most of them being driven past here into Beef Slough to supply mills along the Mississippi, some of which as far down as St. Louis, were getting logs from the Chippewa. If we had got that legislation the Chippewa Valley would be one of the richest valleys in the whole Northwest country; yet, notwithstanding these mistakes, the Chippewa valley is a good valley, and when its agricultural possibilities are developed it will become still more important, as the lands north of us from which the timber has been cut will be among the best agricultural lands in any of the states. Some of us used to think that when the pine was cut off this region would not amount to much, but since it is gone the hardwood and hemlock growing on the same land are valuable. The northern part of this state has already become one of the best sections of our whole country for dairying because of the abundant