

raft crew, this man was on the watch and wanted to hire two or three of us, and said he would pay \$1.50 a day. I and two of the men hired out to him, and after talking the matter over I told him I guessed I would not take his job. Before leaving him I told him who I was. I don't remember what he said, but I think he decided he wanted better men. Some men running from Chippewa Falls to Reeds walked from there to Chippewa Falls and carried pieces of line to aid them in tying their rafts. If men were now required to do what we did then, at the wages paid then, I think they would rebel or strike.

THE EDDY MILL

Before we got the dam built at the Dells we bought a mill at the "big eddy," from Mr. Sherman and his two sons, who had little room for booming logs. We took the mill down and rebuilt it at the head of the rapids, half a mile above the present dam, where we could have more booming room. When we bought the mill it had a circular saw and did not cut much lumber, as it could be only run a short part of the season. After moving and rebuilding it we put in a circular and a gang. We ran it only one year before the dam was built, and to give the dam the height it required we raised the mill eight feet. We did that by putting a solid frame under it after raising it that high, and we had to do that before the dam was closed. That cost us a good deal of money; but the fact of being able to hold logs in slack water above the mill justified us, as it paid well.

THE DELLS DAM

In getting the charter for the dam we were required to put in a lock, to lock boats through, and a slide for running rafts through, which added a good deal to the cost of it; but we were willing to concede almost anything the legislature demanded, to get the dam. I was elected president of the Dells Improvement Company and the city made a lease of the dam to the company, requiring the company to put in the necessary water-

wheels and flumes and to furnish the city the necessary grounds for operating the water-wheels which the city was to put in after the wheels for power were installed by the Dells Improvement Company, the city reserving the right to the water it might want to use for driving its pump—the Dells Improvement Company being permitted to use the water in excess of the city's requirements. The Dells Improvement Company was also required to build the flume from the west end of the dam into Half Moon lake, tunneling a long distance before it reached Half Moon lake; and the Improvement Company was required to put in a gate and separate sluice-way for the logs to be run into Half Moon lake; also, to put in a wide sluice-way, known as the large Tainter gate and sluice, to sluice the logs for down the river. It was obliged to put in a jam boom, with large piers, to stop the logs where they were to be sorted; also, to put in a line of piers so as to leave a channel for the logs for Half Moon lake and those for our mill on the west side of the river. Hence, it required a large space of water inside the river to hold the logs that were to be stopped here. The improvements cost a large sum of money, much more than the \$100,000 capital stock of the Dells Improvement Company and the \$95,000 of bonds issued by the city. The money was advanced by a few stockholders of the company and was repaid after some time by the booming charges. In the lease it was provided the Dells Improvement should have the \$100,000 of water-works bonds the city was to issue to aid in the building of the dam, but the Improvement Company received only \$95,000 of them.