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# LADYSMITH LORE



1885

A CENTENNIAL VIEW

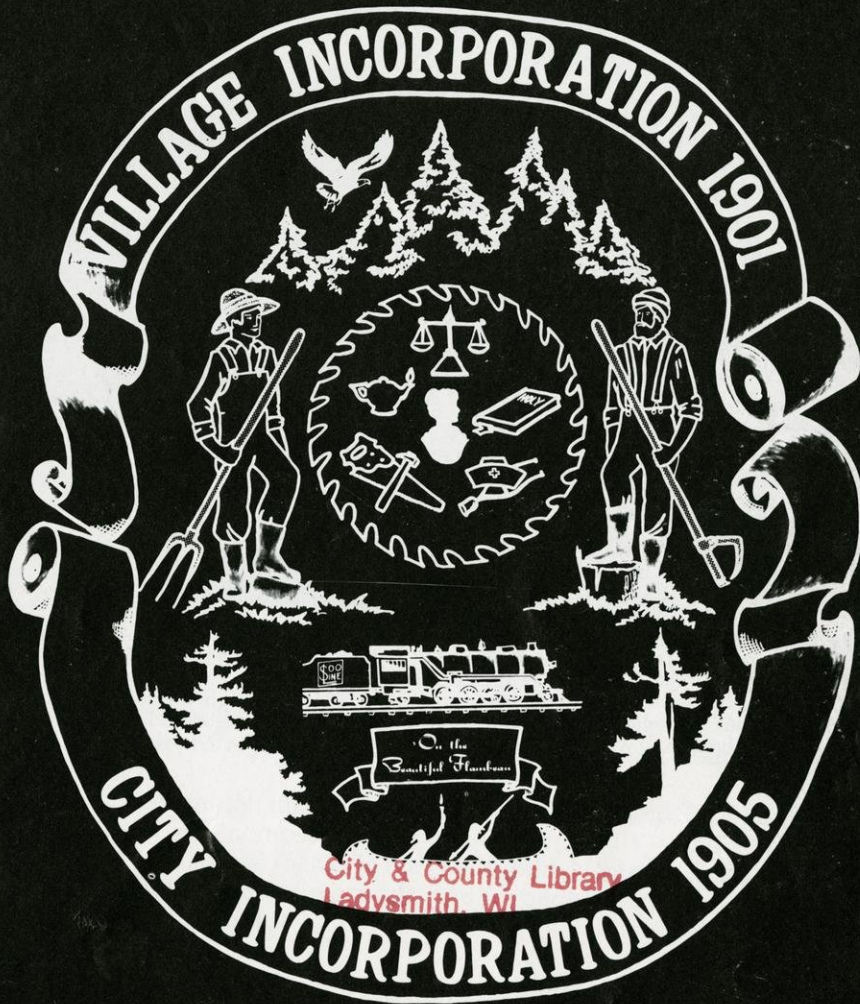
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# LADYSMITH LORE



City & County Library  
Ladysmith, WI

1885

## A CENTENNIAL VIEW

By

John M. Terrill





Shortly after 4 a.m. on July 2, 1904, westbound No. 7 collided with an extra freight one mile west of Tony. Killed were the engineer of the limited, two mail clerks and two young men riding "blind baggage." The freight was supposed to pull into the passing track at Tony, but was having trouble making the hill. A flagman was sent ahead to warn the westbound limited, which was due in Ladysmith at 4:47 a.m. The engineer disregarded the flagman, and the trains collided on a curve. The passenger train locomotive, right, a Class H Pacific, was new in 1904. The freight locomotive, left, was a Class F-7 consolidation built in 1900. The passenger train was traveling about 40 mph; the freight at 6 mph. The crew of the freight, and the fireman of the passenger train jumped. The engineer was pinned in the wreckage for two hours and was scalded by escaping steam. He died the following day.

Editor: *John M. Terrill*

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*Janelle Thompson*

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## DEDICATION

This book is dedicated to those pioneers, named and unnamed, who settled this wilderness, who worked to build a community and who never let hardships become obstacles to their dreams.

## ACKNOWLEDGEMENTS

This book would not have been possible without the support of the Ladysmith Centennial Steering Committee and the efforts of those who helped prepare it.

Richard "Bud" Conklin wrote the article on Ladysmith schools and shared research information which was invaluable in writing this book.

Sr. Alice Henke contributed articles on the parochial schools, on the hospitals and on Mount Senario College. She also served on the committee and shared her ideas.

Elaine Armstrong skillfully handled the financial aspects of the project and kept excellent records.

Special thanks are extended to the librarians of the City and County Library and to Betty Silvernale, Rosma Limbeck and the Rusk County Historical Society Museum.

Recognition must be given to Judy Hankes and Terri Huff for their artwork and to Janelle Thompson for her assistance.

I owe special thanks to the "Ladysmith News" and publisher Tom Bell for the use of equipment and materials, and for allowing me the opportunity to research and write this book.



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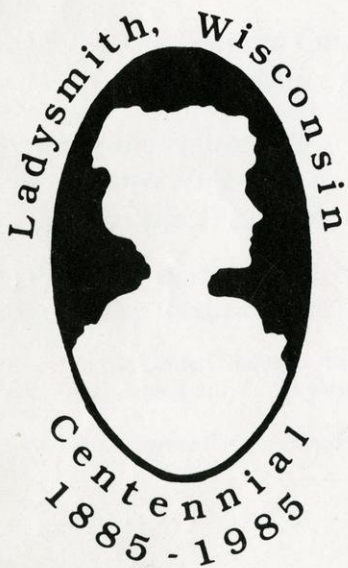
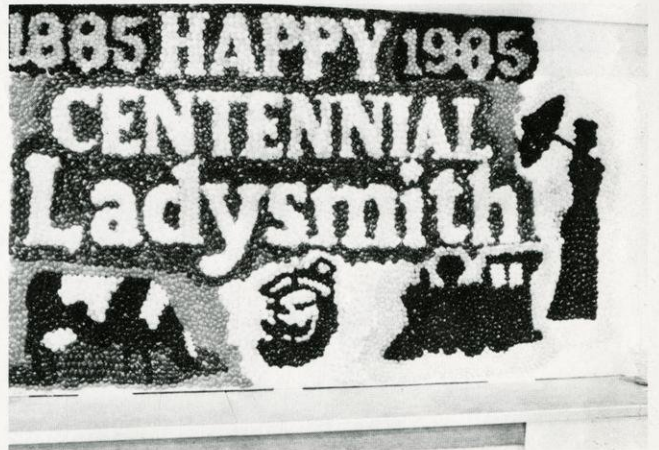
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## INTRODUCTION

It has been said that history is not written by the author of a book, but by the people who lived it. All history books, therefore, are imperfect reflections of the past. Only a time machine could give a true picture of what it was like to live 100 years ago when this community was founded. But since we do not have one at our disposal, we rely on books to conjure up those images.

Historical writing in principle is no different from journalism. But in recording history, the writer cannot witness the events, nor can he in most cases interview those who did. Perceiving the past is therefore a matter of consulting second hand sources. This writer, in attempting to represent people and events as accurately as possible, devoted hundreds of hours researching original records (when available) and reading old newspapers. The chronology of events, as well as dates, are based on newspaper accounts of the day, not latter day writings. Newspapers are not accurate in every instance, but articles written as events unfolded are more believable than latter day accounts. A book on history is only as good as the research that went into it.

This book, unlike most other centennial publications, includes the community's centennial celebration as well as historical writings. A comprehensive history of Ladysmith could not be presented in the space allowed. It was decided, therefore, to write in detail about certain aspects of early Ladysmith history — namely the pioneers, the railroads, the mills, the schools, the hospitals and the hotels — rather than attempt a cursory history spanning 100 years.

Specific dates were used whenever possible to substantiate events. While that encyclopedic approach detracts from the literary qualities, it does away with the annoyance of footnotes. General family histories were not included in this book, inasmuch as they were part of the "History of Rusk County," which was published in 1983 by the Rusk County Historical Society.

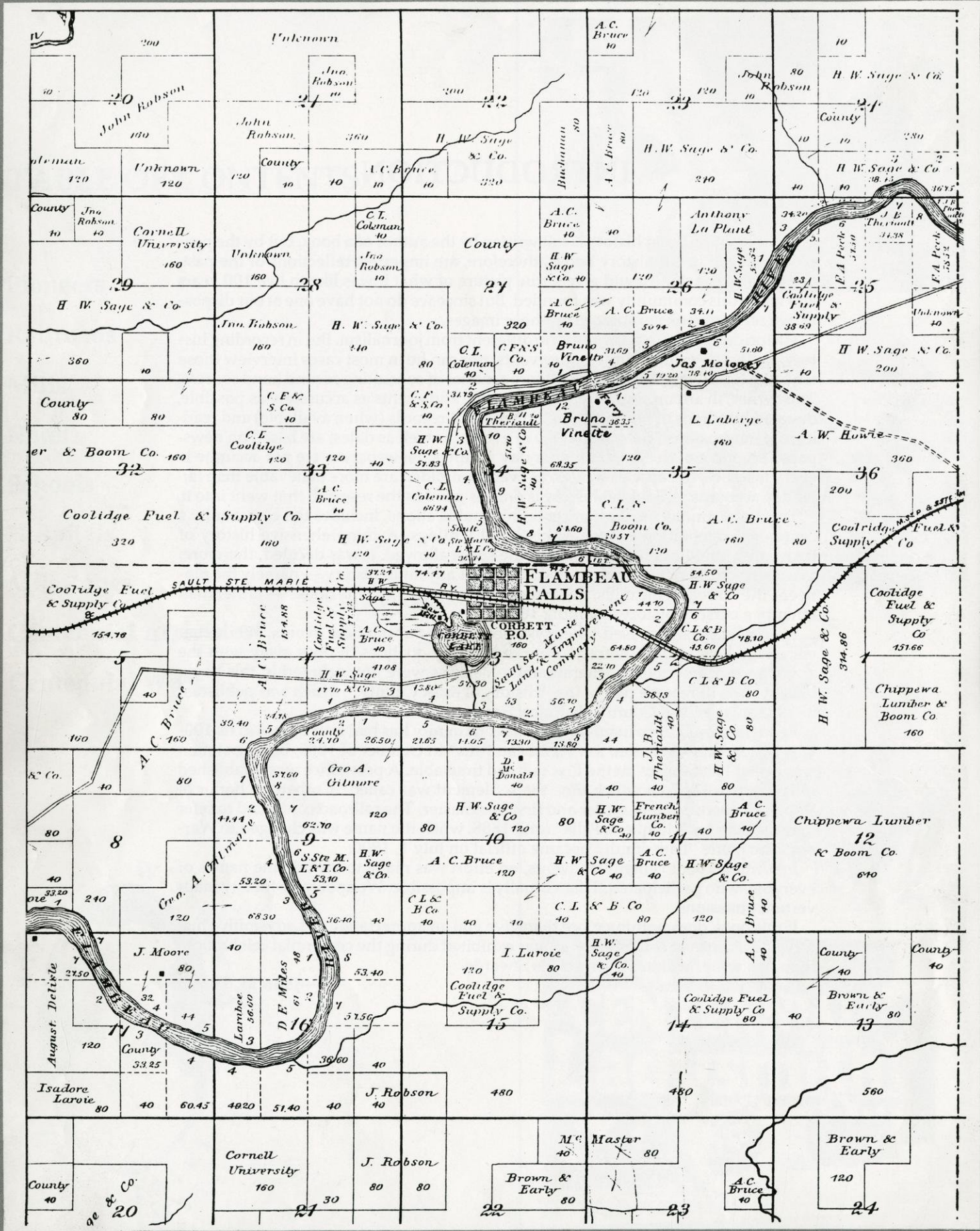
Readers should keep in mind that this community has had four names in its 100-year history. It was platted as "Flambeau Falls" in October of 1885, but the station was called "Flambeau" in the first railroad timetable. A post office was established in January of 1887, at which time the settlement was called "Corbett" in honor of Robert Corbett, pioneer settler and first postmaster. The railroad continued to refer to the station as "Flambeau Falls" until 1888, when the name was changed to Warner. The name "Ladysmith" became official on July 1, 1900.

In writing about centennial events, an effort was made to include the names of everyone who participated. That virtually is impossible. We apologize for any inadvertent omissions.

If this book does nothing more than give you an appreciation of Ladysmith's history and a sense of community, as was exhibited during the centennial celebration, then this writer will have earned his rewards.

—John M. Terrill







# PIONEERS

## Bruno Vinette

Many years ago the City of Ladysmith honored some of its earliest inhabitants by naming streets after them. The names of Corbett, Fritz, Lindoo and Sabin are familiar to most residents.

It wasn't until the 1970s that (by virtue of annexation) a street was named for the very first settler in what is now the Ladysmith area. He was Bruno Vinette, an early logger of the Chippewa Valley and a pioneer in every sense of that word.

Bruno Avenue is located west of the Tee-A-Way Golf Course on what was once the Bruno Vinette farm and stopping place. His farm at one time comprised some 400 acres and included much of what is now Brooklyn. Vinette also owned land north of the river.

Born in Ste. Martine, Quebec, in 1836, Vinette came to the United States in 1853, settling in Kankakee, Ill., where his godfather, Prudent Vinette, lived. In 1855 he met a man who had just returned from a trip on the Chippewa River in Wisconsin. The talk of virgin stands of pine and of opportunity convinced Vinette to see this wilderness for himself. He and Ben Dement set off late that summer. They traveled by steamboat up the Mississippi River to Read's landing at the mouth of the Chippewa River. There, they boarded a keel boat and worked their passage to Chippewa Falls by polling the boat up river.

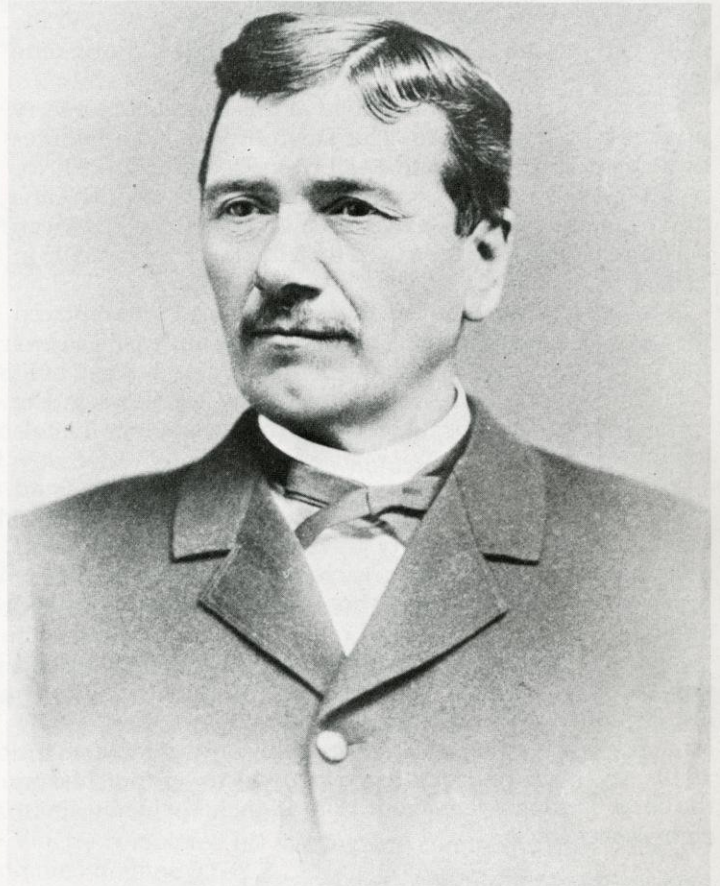
Vinette, who spoke French, began his logging career in the fall of 1855 as a cook in a camp at Jim Falls. The early loggers of the Chippewa Valley felled the majestic pine with axes, hauled the logs to the river bank and floated them down river in "strings," rafts 16 feet wide by 100 feet long. By the 1860s Vinette was logging on the Chippewa and Flambeau rivers and their tributaries in what is now Rusk County. A rapids on the Flambeau was known to early lumberjacks as Vinette Rapids, but the name is no longer used and the location of the rapids cannot be determined with certainty.

It is not known when Vinette established his stopping place and farm on the south bank of the Flambeau River in Section 34 of Town 35 N., Range 6 West. Records indicate he acquired the land in 1872.

In a 1904 newspaper article, Vinette said his men cleared the farm to serve as a summer headquarters for his oxen, horses and logging outfit between the seasons of logging operations along the Flambeau.

Magnus Firth, an early lumberjack, recalled in 1902 that "32 years ago" he had worked in a logging camp three miles north of the old Bruno Vinette farm. It is uncertain whether his reference to the Vinette farm meant that it was in existence in 1870. Firth said that early loggers got supplies to their camps by polling their way up the Flambeau River in bateaux or by traveling on the ice when the river was frozen. There were no wagon roads at that time nearer than Flambeau Farm.

Lumberjack William Seeburger wrote in 1915 about polling up the Flambeau River in 1872 as far as the Vinette farm.



Bruno Vinette, circa 1886

He wrote:

"On the morning of Nov. 12th, 1872, our boats were all frozen fast in the ice and we had to break our way out to the channel. That morning the river was running full of anchor ice and you can imagine what a task we had to pull our boats up stream. About noon we arrived at what was known as the Bruno Vinette farm, then the farthest camp up river. This camp was about one mile up the Flambeau River from where Ladysmith now stands. Vinette's farm in the fall of 1872 was the head of navigation, and we therefore pulled out our boats at this point and stored our stuff, which was afterward toted to camp. On the morning of Nov. 13th we started out on foot, for what is now known as Hackett's farm, a distance of 22 miles on a newly cut tote road."

Two different tote roads were built to the Vinette farm in the 1870s to supplement and eventually take the place of river transportation to that point. Both are thought to have followed old Indian trails.

One road ran north-northeast from Chippewa Falls to a point in the present Town of Grow, from which it headed generally northwesterly to Vinette's Hotel. The tote road



undoubtedly supplied camps on Main and Deertail creeks.

A second tote road, known to the local residents as the "Flambeau Road," has also been referred to as the "101 trail." Some maintain that it was 101 miles from Chippewa Falls to Park Falls on the trail, but it was improbable that anyone would have measured the distance to that degree of accuracy. It is more plausible that the trail was so-named because one fork of it went to milepost 101 on the Wisconsin Central Railroad (the place later became Worchester).

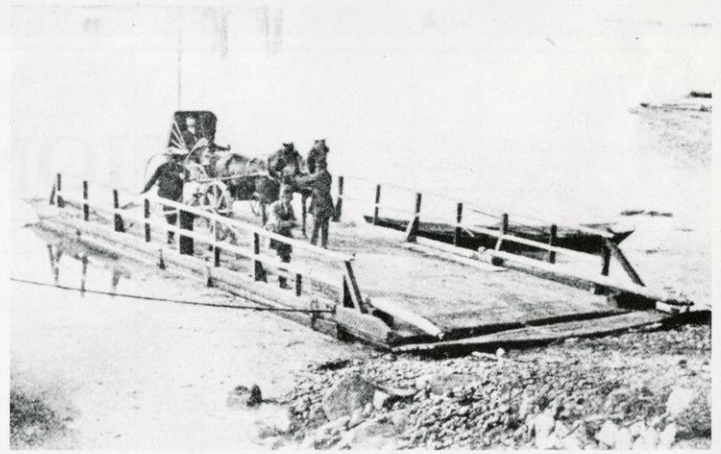
The Flambeau road started at Flambeau Farm, crossed the Chippewa River and generally followed the west bank of the Flambeau River. This tote road bypassed what is now the main part of Ladysmith and crossed the river at the Vinette farm.

The river originally was forded at this spot. Later, a ferry was built by Jake Savord. The Town of Flambeau minutes note that Vinette was paid \$480.73 in December, 1881, for building a ferry. Ferries typically were square wooden rafts that were pulled across a river on a cable stretched between both banks. The wire rope used for Vinette's ferry cost \$95 in 1881.

A bridge built sometime in the late 1880s or 1890s replaced the ferry. The 1888 Platbook of Chippewa County still shows the ferry connection at Vinette's Hotel. The bridge, built sometime before 1895, was damaged by ice flows in the spring of 1905 and was taken out by the ice and logs the following spring.

Vinette's hotel was a stopping place for lumberjacks and river pigs bound for the upper Flambeau River. It provided lodging and food for weary travelers who had journeyed miles on foot or in bateaux to reach that point. The floor of the hotel was pitted by the calked boots of river pigs who walked on it.

Jake Savord recalled in a 1904 interview that he had helped build the hotel. He said he sawed logs for the hotel with an old-fashioned "up and down" saw. "Orv" Kapp, who remembers when the hotel was torn down by his father in the 1930s, said it was built of squared logs which were notched on the ends. The logs were about 12 to 14 inches wide by about eight inches thick.



This ferry is similar to the one used to cross the Flambeau River at the Vinette farm before a bridge was built.

Vinette served hard liquor to the rivermen and lumberjacks who stopped there. When a patron's bar bill exceeded his cash in hand, Vinette put the man to work clearing land or tending to the farm. If the patron was too unruly, Vinette threw him into a crude jail he had built into the hillside above the hotel.

Early pictures of the farm show a large barn on the hill south of the hotel. Some distance west of the hotel were two sheds used in connection with the farm. Before the dam was built in Ladysmith, raising the river level, a third building stood near the riverbank. Hay and other crops grown on the farm supplied lumber camps.

Vinette, who owned many tracts of land in his logging business, also operated a farm in the Town of Eagle Point, north of Chippewa Falls. It was his primary residence, according to census records. A resident caretaker looked after his farm on the Flambeau, but Vinette visited it regularly, according to newspaper accounts of the 1890s.

The stopping place on the Flambeau was his base of operation during the logging season. Vinette had his own registered logging stamp, and ran camps at various locations. In 1888, for instance, he operated two camps — one near



The historic Bruno Vinette farm pictured sometime after 1901 when it was owned by James Bell. This view is looking south from a hill in the present Riverside Cemetery. Note the farm buildings and the bridge.





Ice and logs took out the bridge across the Flambeau River at the Vinette farm on April 14, 1906. Ice carried the bridge all the way to Ladysmith. It broke up on the booms of the Menasha Wooden Ware Co. before it reached the dam.

Weyerhaeuser managed by a Z. Vinette and one on the Soft Maple, also near Weyerhaeuser.

The most famous visitors at Vinette's hotel dropped by (quite literally) in the fall of 1881. They were Prof. Samuel King of Philadelphia, a veteran of 288 successful balloon flights, and J.G. Hashagen, a member of the signal corps. The two had left Chicago Oct. 13 bound for St. Paul in a large balloon named the "Great Northwest." The hydrogen-filled balloon was 128 feet high, 80 feet in diameter and 250 feet in circumference and cost \$4,000.

The balloon was sighted over Richland Center and Sparta the next day. King and Hashagen, who rode in a wicker basket beneath the balloon, lowered themselves to rooftop level to ask directions from startled inhabitants. The balloon was at the mercy of the winds, and was last seen near Durand.

Press accounts on Oct. 17 reported that the balloonists had not arrived at their destination and were presumed lost. The cavalry was dispatched from Fort Snelling to look for them. National attention was turned to the fate of the balloonists.

What happened to them? King and Hashagen were flying above the clouds and heard what they thought was a steamboat. They descended below the clouds and saw a river winding through a vast pine forest and assumed it was the Mississippi.

The river in reality was the fast-flowing Flambeau. The men decided to land. The sturdy basket in which they were riding crashed through the treetops just before the balloon touched down in a swamp north of the Flambeau River in Section 9, Town 35 N., Range 5W.

The following morning, the lost balloonists went through the swamp and came upon an old logging camp where they spent the night, listening to the howling wolves. Returning to their balloon, they made a float, attached red flags and wrote a note to the St. Paul "Pioneer Press" saying they were lost. The note was placed in a bottle and floated down the Flambeau River.

They attempted to return to the old logging camp but became lost. The tired balloonists stumbled upon Bruno Vinette's "lake camp," where they spent the night. They killed and ate a porcupine. They were found the next day by Clem Bertrand and Mike Miner, who were in a canoe. The rivermen thought they were dealing with a couple of lunatics when the professor began to describe their huge balloon.

Bertrand and Miner took them to Bruno Vinette's "cabin"

(stopping place) on the opposite shore, where they stayed the night. Vinette sent 10 loggers to the scene of the balloon wreck the next day. The men rolled up the fabric of the balloon and placed it in a wicker basket perched on logs, where it would dry. Vinette said he would get the balloon out right away for \$200. He said the high price was in consideration of the timber that would have to be cut.

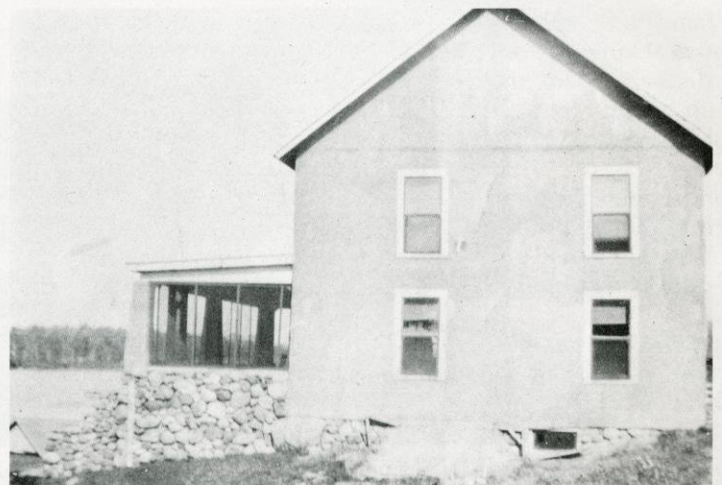
The men were more interested in returning to civilization. Vinette took them 30 miles down river. From that point they traveled by lumber wagon to Vinette's farm at Eagle Point and thence to Chippewa Falls, where they were besieged by reporters. The balloon presumably was removed at a later date.

Vinette owned the farm until the summer of 1901, when he sold it to James Bell. It later became the T.M. Thomas farm and then the Kapp farm. There are few signs that the hotel and farm once flourished there.

Vinette completed his last logging contract in about 1911 and died on June 5, 1923.

In his obituary, Vinette was described as "a fine specimen of the pioneers who came from Canada to the wilds of Wisconsin long ago and cleared the way for fine farms and cities . . ."

What a fitting tribute to a true pioneer of the Ladysmith area.



The Bruno Vinette Hotel as it appeared in the 1920s after a stone porch had been added. The historic building was razed in the 1930s.





Robert Corbett

## Robert Corbett

It was probably in the fall of 1885 that a middle-aged sawmill operator by the name of Robert Corbett stepped off the train at a station called "Flambeau" on the recently-completed extension of the Minneapolis, Sault Ste. Marie & Atlantic Railway.

The conductor may have struck up a conversation with Corbett, asking him what he planned to do at Flambeau. The only sign of human activity there, other than the rail line and possibly a depot, may have been the survey stakes for the newly-platted village of Flambeau Falls. But Corbett was a man of vision.

Born at Moors, Clinton County, N.Y., in 1841, Corbett had come to Wisconsin in 1861, settling at Eau Galle, where he may have begun logging. His career was interrupted by four years' service in the Civil War, but he returned to Wisconsin in 1865. He married Louisa Hunter in 1866.

Corbett learned the logging business and became a successful sawmill man, operating mills at Clayton, Comstock and Shell Lake. He came to Flambeau Falls looking for new timber resources and a place to erect a sawmill. His visit no doubt occurred after he had finished the season's cut at his mill at Shell Lake.

Corbett must have liked what he saw, for in 1886 he located his sawmill here. The "Chippewa Times" reported on Feb. 17, 1886, that: "The Corbett sawmill at Shell Lake is being moved to Flambeau on the line of the Soo Road."

He and his wife, Louisa, actually moved to Flambeau Falls on St. Patrick's Day, 1886 (according to her obituary). Some accounts say there were no improvements here other than a partially-completed hotel which was being constructed by Bruno Vinette. Other reports indicate a depot, a section foreman's house and a saloon were here when they came.

There most certainly had to be accommodations for the Corbetts, as Mrs. Corbett had given birth to a daughter, Ella, on Oct. 28, 1885, at Cumberland, their home before coming here. Ella very nearly became the first white child born in what is now Ladysmith.

Corbett set up his sawmill on the north shore of the lake that would soon bear his name. The railroad laid a spur to the mill as indicated on a map from 1888. Corbett's first mill burned soon after it was constructed, but a second mill (probably larger) was built in its place.

The couple bought the hotel from Vinette and operated it under the name "Corbett Hotel." It was the hub of the social life of the tiny community in those early years.

Although the unincorporated village was platted as Flambeau Falls in late October of 1885, the railroad timetable issued Oct. 12 called the station "Flambeau." Local residents referred to it as "Flambeau Station." In either case, it was confused with the Flambeau settlement near the confluence of



The Hotel Corbett, right, and J.W. Fritz's Store, two of the oldest buildings in what is now Ladysmith, are pictured in this photograph from 1900. The store was the post office. The small building behind it was John Lindoo's land office. To the north of that were a warehouse built by Fritz and Joe Gordon's blacksmith shop. The hotel was built in 1885 or 1886. Fritz's store was erected in 1888.



the Flambeau and Chippewa rivers.

When a post office was granted in 1887, it was named "Corbett" in honor of the village's first industrialist. Corbett was made postmaster, and Louisa was his assistant. The post office was located in a corner of the hotel lobby. In the early years there were so few inhabitants that post office income amounted to only about \$100 per year.

Corbett also established the village's first school in the parlor of the hotel. The Corbett children, William, John, Lester and Ella, had no excuse for being late for class. The first teacher was Mary Grandmaitre, who taught 12 students when the school opened. Mr. and Mrs. Corbett also welcomed the use of their hotel for religious services. Their hospitality was known far and wide.

Corbett and his brother, John, were Civil War veterans. Robert had enlisted at Eau Claire in Co. G., 16th Wis. V.I., and served 3 years, 10 months in the Western Army under General Sherman. He reenlisted when his term expired and served until the end of the war. The last two years he carried the colors of his regiment as a sergeant. He later became a member of the Ladysmith encampment of the Grand Army of the Republic. Robert and John were both active in local politics. Robert was elected to the Flambeau Town Board in 1888.

Corbett oversaw logging operations at his camps during the winter months and supervised the sawmill's operation in the spring and summer. Logs were reportedly hauled onto the frozen lake and then pulled out of the water to be sawed in the spring and summer.

Corbett cleared land in what is now Ladysmith and planted crops of hay and oats in what would later become the site of the courthouse and the Menasha Wooden Ware plant. He also owned a farm on the south bank of the Flambeau River in what is now Ladysmith's industrial park.

Corbett sold the hotel in August of 1900 and shortly thereafter erected a 26 by 60 foot saloon on the east half of the lot east of the hotel. The saloon was conducted by George Carpenter, and the hall upstairs was used for dances and meetings. The saloon is now operated as the Flambeauland Inn.

The Corbetts built a home that summer, but found that it was too small (after living in a spacious hotel for 15 years). They constructed a larger dwelling which was located on the west side of First Street just south of the present Corbett Avenue.

Corbett's sawmill burned in about 1898. In 1901 he purchased a sawmill on the north bank of the Flambeau River just east of the village cemetery. Corbett operated the mill for eight years before selling it in 1909 to the Flambeau River Lumber Co. Lumber sawed at Corbett's mills in the early years was used to construct many of the community's first buildings.

Corbett died at a Minneapolis hospital on Dec. 1, 1912, and was interred in Riverside Cemetery.

During his 26 years as a resident, Flambeau Falls had become Corbett, then Warner and finally Ladysmith. From just a few inhabitants in 1886, the settlement had mushroomed to a population of about 3,000 in 1912. Even though the community's growth was painfully slow in the 1880s and 1890s, Corbett remained a supporter of the village and lived to see it grow and prosper after 1900. If anyone deserves the title, "Father of Ladysmith," it is Robert Corbett.

Louisa moved to Minneapolis shortly after her husband's death and died there on Oct. 24, 1932. She was laid to rest beside her husband in Riverside Cemetery.

Some of the Corbett children eventually moved to the West Coast. The only surviving granddaughter is Verna Lyons of California, whose mother was Ella Corbett.



John and Mary (Leffert) Lindoo pose for their wedding picture in 1888.

## John Lindoo

John Lindoo, pioneer saloon keeper, logger and land dealer, played an important role in shaping the first half century of Ladysmith's history.

Little is known about his early life. He was born in New York State in 1861, according to county records, but his obituary says he was born in Algoma. He most likely grew up there. His father died when John was young, and he left home as a teenager to earn money. He may have been working in the woods in northern Wisconsin in the 1870s.

It isn't clear when he first came to this region, but it may have been before the railroad was built through what is now Rusk County. At the 1935 Rusk County Fair, the "Ladysmith News" had a booth where pioneer settlers could record the year they came to what is now Rusk County. Lindoo said it was in 1883.

His obituary says that he came to Flambeau Falls from Cable in 1886, soon after the railroad built through this point. There is good reason to believe he came here before that year. Town of Flambeau records indicate that "Lindo and Donohue" applied for a saloon license in 1885.

The town clerk (who was J.W. Fritz) may have erred when he wrote the name without the second "o," but it may have been how Lindoo spelled his name at the time. "Lindow" was the original spelling of the family name. His son Earl once told how the change in spelling came about. It seems that old John ordered some stationery and poker chips, and on them the name was misspelled "Lindoo." Rather than send them back, John changed the spelling of his name to "Lindoo." It should



be noted that Earl, like his father, was a good storyteller. At any event, the spelling of the name was changed to Lindoo. That spelling appears in the Town of Flambeau minutes in 1888.

A latter-day account holds that Lindoo conducted a business on the bank of the Flambeau River and operated a ferry. He sold liquor and supplies from a tent. The men who were building the Minneapolis, Sault Ste. Marie & Atlantic Railway through what is now Ladysmith may have been his customers. The rails reached the Flambeau River in August of 1885, and Lindoo was issued a liquor license that year by the Town of Flambeau. Construction crews no doubt camped here while the expansive trestle was being built across the Flambeau River.

The Town of Flambeau reissued a liquor license to Lindoo in 1886. That may have been the year he built his saloon on Birch Street (now Worden Avenue).

When interviewed in March of 1904 by the "Rusk County Journal," Lindoo recalled an incident that occurred "eighteen years ago" (1885 or 1886) in Ladysmith. His account is as follows:

"A good many years ago, men tried nearly every way to sell whiskey without paying a local license. Under the law they could take out a government license and sell from a boat while moving in the middle of a river, but the minute the boat landed they would have to stop selling.

"Eighteen years ago there was a man by the name of Jacobs. He built a flat, consisting principally of logs fastened together and loaded up with some notions, pretending to be an honest trader, while as a fact, he had a lot of whiskey as a sideline which he dealt out to the thirsty on his way downstream.

"He started above this point (Ladysmith), somewhere on the Flambeau. Being a pretty heavy patron of 'the bar,' by the time he reached this point, he had nearly exhausted his supplies. I remember him well. He tied up his craft at the point where the railroad bridge is now located. Jacobs was afraid to sell any whiskey and, in fact, had but little left.

"He sent for me and when I took an inventory of his stuff, which consisted mostly of patent medicines and suspenders, I made a bargain with him and bought the outfit, trading a Barland rifle in exchange for the patent medicines and suspenders. I made \$50 on the deal."

There is no record of when Lindoo built his saloon, but the building is shown on the plat of Flambeau Falls in the 1888 atlas of Chippewa County.

Lindoo presumably stayed at the Corbett Hotel when not operating his saloon or tending to his logging business. One of the workers in the hotel was Mary Leffert. She had come to Barron in June of 1887. She and her sister traveled to Deer Tail (now Tony) that summer to visit their cousin, and then went by handcar to Flambeau Falls to see the Corbetts. Mary was hired as a cook at the hotel. John and Mary were married seven months later, on Feb. 4, 1888, in Cumberland at the home of Ann Vilett, John's sister.

The couple moved to Superior, where Lindoo presumably was engaged in logging. Their first child, John, Jr., was born in 1889 at Superior. The family moved back to Flambeau Falls (then known as Warner) that year when John, Jr., was 6 months old and remained here from that point on.

Lindoo's saloon was located on the north side of Birch Street (Worden Avenue) on Lot 7 of Block 5. The white frame structure had a high false front that was capped by a triangle-shaped decoration.

At one time the saloon was known as the "White Fawn Saloon." The name was chosen because Lindoo had a stuffed albino fawn on display in his "sample room," as saloons were



John Lindoo's Saloon, the white frame building in the foreground, as pictured in a 1936 aerial photo. The saloon was built before 1888.

called in those days. The fawn later was displayed in his land office.

Lindoo was a shrewd businessman. Many of the loggers who worked for him spent their wages in the White Fawn Saloon after the logging camps broke up. When in March of 1903 his crew struck for higher wages, "Jack thought it a good time to break camp and did," said the "Rusk County Journal."

Lindoo was a great story-teller and ran a lively place. While standing less than six feet tall, Lindoo had broad shoulders and was stocky. He had no problem keeping law and order in his establishment. The fighting took place outside the saloon. In the late 1890s Ladysmith merchant J.W. Fritz, whose store was located next to the saloon, joked that he was thinking of moving his building a few feet to the east to accommodate the pugilistically inclined, who had been pasting their victims against the west wall of his store.

Being a staunch Democrat, he often got into animated discussions with his patrons, many of whom were Republicans. A newspaper article from 1899 said: "When Ed (Vilett?) and Jack want to raise a crowd on a dull day, they begin to chew and rag and argue politics until the people rush in to see what the trouble is. Naturally, when a crowd assembles, someone is thirsty and after a few drinks, they all forget what brought them together. Ed and Jack have cooled down and all is forgotten until another dull day. They are a great pair, Ed and Jack."

Lindoo's business neighbor to the east was J.W. Fritz, the pioneer merchant. Fritz, a diehard Republican, and Lindoo made a bet on the outcome of the presidential election of 1896. Fritz's candidate, McKinley, won. The Warner correspondent to the "Weekly Budget" noted that "as a result of the recent election, John Lindoo could have been seen last Friday noon wheeling J.W. Fritz in a wheelbarrow."

Lindoo's saloon was never his primary business. He devoted much of his time to his real estate business, logging interests and road contracting. An 1896 newspaper item referred to "Jack" Lindoo as being "one of the largest" road contractors. He had a reputation for making good roads.

Lindoo conducted and supervised logging operations during the winter months, and cruised timber in the summer. In the winter of 1898, he banked 300,000 feet of logs at Little Falls on the Flambeau River.

Lindoo made his living selling land. He bought timbered



tracts for logging purposes and sold the cutover land to settlers. Lindoo's name can be found on many abstracts in and around Ladysmith, and at one time he owned much of the land west of the plat of Flambeau Falls. Lindoo conducted his land business from a small building on the present W. Second Street, and according to Bob Miller, he made V.V. Miller a partner. The land office was one of the oldest buildings in the village.

Lindoo continued his saloon business until Ladysmith voted dry in 1915, but he apparently hired people to run it in later years. Ladysmith voted "wet" in 1916, but the saloon was closed during Prohibition (from 1920-1933). The saloon reopened in 1933 and a license was issued to William Dalton and Virgil McElwaine, according to city records. The saloon was torn down in the early 1940s.

The Lindoo family lived in a two-story frame house located north of the saloon. It was built sometime before 1895. The Lindoos had four children: John A., 1889; Ethel, 1890; Pearl, 1894; and Erle, 1896. The village of Warner was saddened by the death of Ethel in 1898. She and other school children had rehearsed their Christmas program in the schoolhouse, which had not been heated. She complained of a sore throat and died on Dec. 23. She was buried the next day. Christmas was a sad day as people mourned the loss of Ethel, "a favorite of the village."

Mrs. Lindoo had a productive vegetable garden and flower garden behind the home. Her husband showed it to prospective land buyers as proof that the land was well suited for growing crops.

In 1903 Lindoo built a large, three-story home on land he owned south of the village limits. The structure, reputed to be one of the finest homes in Gates County, cost \$10,000. The home was 29 by 33 feet, with a 20 by 20 kitchen. The parlor was finished in birch; the dining room and sitting rooms in red oak. All three were separated by folding doors, which could be opened for large gatherings and parties. A large fireplace dominated the sitting room. A pantry with hot and cold running water was located off the dining room. There were six rooms upstairs, one done in cherry and the other five in birch. All rooms had electric lights.

Outside the home was a 36 by 56 foot barn and a windmill to furnish water. The barn roof burned in 1931 when airborne debris from the burning Flambeau River Lumber Co. Mill landed on it. The barn was saved, but it was torn down in 1932. Mrs. Lindoo established a rock garden on the site.



The John Lindoo house was built in 1903 at a cost of \$10,000. The house and barn were south of the village when built.



The John Lindoo family pictured in about 1895. From left are: John, Jr., b. 1889; John, Sr.; Pearl, b. 1894; Ethel, b. 1890; and Mary. Ethel died in December of 1898.

The house still stands, although remodeling has detracted from its former beauty. It is located on First Street south of the OLS rectory. The undeveloped farm land around it has since become a residential area.

Mrs. Lindoo maintained beautiful flower gardens around the house. Specializing in tulips, she planted hundreds of bulbs and developed hybrids. She cared for her garden until the age of 87.

Mr. Lindoo's pride and joy was his parcel of woods south of Ladysmith on the Flambeau River. The woodlot contained virgin hardwoods and big pine. He once offered it to the county for a park, but was forced to log it off to pay the back taxes. Lindoo donated land south of the river to the Servants of Mary for a hospital, but a site north of the river was picked. Parcels of land were traded and Lindoo is recognized for having made the donation.

Lindoo served on both the county board and the city council.

He died in November of 1936 at the age of 75. His widow, Mary, died in 1961 at the age of 91.

One daughter, Pearl Rasmussen, was still living in 1985.

## J.W. Fritz

For 33 years the Pioneer Store stood on the southeast corner of the present Miner Avenue and W. Second Street in Ladysmith. It was appropriately named, having been built by Joseph W. Fritz, the pioneer merchant of what is now Ladysmith.

Fritz was born Aug. 26, 1851, at Reusselaer, Ind. In 1854 the family moved to Boscobel in Grant County. At the outbreak of the Civil War, they went to Crawford County. His father enlisted in the Wisconsin Volunteer Infantry in 1862 and was killed in an accident in Missouri that year.





J.W. Fritz

Fritz left home at an early age and worked as a miner in the lead mines and as a logger. He also traveled widely in Wisconsin and 30 other states dealing in ginseng. He bought the roots of the plant from Indians and sold them to traders from the orient, where the plant is thought to be an aphrodisiac.

He married Julia Jerrison at Portage in November of 1882, and the following spring the young couple moved to Flambeau Farm at the confluence of the Chippewa and Flambeau rivers. There, they opened a store and trading post. The Indians brought furs and ginseng to Fritz in return for tools, etc.

The couple's first child, Bessie, is presumed to have been born at Flambeau in 1883. Robert W. was born at Flambeau on Sept. 1, 1885, according to Chippewa County records.

Fritz became Flambeau Town Clerk in 1884 and was elect-

ed to the post in 1885. In taking the census that year, Fritz may have set foot in what was to become Ladysmith. Crews were building the Minneapolis, Sault Ste. Marie & Atlantic Railway eastward from Bruce that summer. Fritz was elected chairman of the Town of Flambeau, but had to resign when he was legislated into the Town of Cleveland.

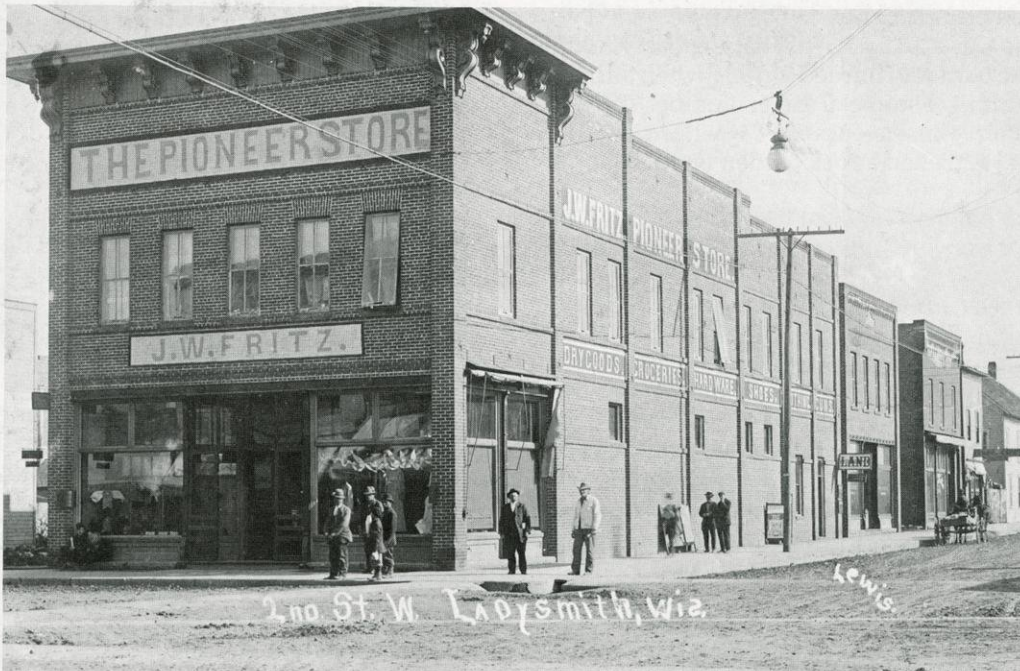
Flambeau Falls was platted in October, 1885, but it grew slowly. For a number of years the hamlet had little more than a depot, a hotel, a saloon and Robert Corbett's sawmill. But Fritz saw opportunity in the new settlement and built the first store there in 1888, according to his obituary. The railroad had changed the name of the station to Warner that year. Fritz recalled in 1935 that an enormous pine stump measuring seven feet across occupied the front portion of the lot on the northwest corner of Birch Street and Fourth Street (now Worden Avenue and W. Second Street), where he erected his frame store. It was Warner's only store for several years. The Flambeau Town Board met at the store in December of 1888.

Like John Lindoo, his business neighbor to the west, Fritz engaged in logging and reportedly filled a contract with the railroad to furnish 30,000 ties. In the spring of 1895 he was driving logs down the Deer Tail, and in the winter of 1896 was operating a logging camp.

A rugged outdoorsman and seeker of adventure, Fritz couldn't resist the opportunity to look for gold in the Klondike in the big gold rush of 1898. He left Warner in February of that year and did prospecting in the Klondike with Warner residents Robert J. Sands, Dennis Cyr and John Zenner and two others from Chippewa Falls. They went to Alaska via way of Chilkoot Pass, and traveled from Feb. 8 until May 23 to reach their destination. Fritz returned home in September, ahead of the others, to attend to his business. He produced a handful of gold nuggets, but he was far richer for the experience. He sold the moose he shot for \$1.50 per pound.

He and his brother, J.D. Fritz (who was a clerk in his store) continued to harvest ginseng. In August of 1897 they went out looking for it along the Flambeau River. That winter, Fritz had a crew logging near Little Falls.

Fritz was named Warner Postmaster in 1899, and set up the



J.W. Fritz's Pioneer Store was the largest building in Ladysmith when it opened in 1901. It replaced Fritz's first store, built in 1888. The brick building burned in 1934. The present city hall occupies the site.





The smoldering ruins of J.W. Fritz's Pioneer Store in 1934. The building was occupied by Louis Cohen at the time of the fire.

post office in his corner dry goods store. He continued as postmaster until 1913. Fritz drafted the petition to change the name of Warner to Ladysmith and was the first to sign it. The petition was circulated in May of 1900 and sent to postal officials in Washington, D.C. They approved the change that month. Ladysmith officially became the name of the village on July 1, 1900.

The pioneer merchant was an ardent supporter of the plan to create a new county out of the northern portion of Chippewa County. In 1897 he went to Madison with other backers, but the bill to create a new county was defeated. He again supported a new county in 1901 and was in Madison to lobby for it. At the time, Chippewa was the largest county in the state and was one and a half times the size of Rhode Island.

It was Fritz who sent a telegram to Warner residents in May of 1901 announcing that the legislature had approved the new county of Gates with Ladysmith as its county seat.

Fritz's store business did well, and in the summer of 1900 he built a warehouse to the north of it. As Ladysmith began to boom and competition developed, Fritz decided to erect a new store. He bought the corner lot on the site of the present city hall for \$375 in October of 1900 and commenced erection of a commodious store building in 1901. The two-story structure was 100 feet by 34 feet and had solid brick walls. It was the most substantial building in Ladysmith when it opened later that year. Fritz named it the Pioneer Store. It was the first business building in Ladysmith to be lighted by electricity, that occurring during a test of Ladysmith's new power plant in November of 1902.

Fritz continued to operate the store until the late teens, when he retired. In later years the name of the store had been changed from the "Pioneer Store" to Fritz's Dry Goods store. The building was purchased by Louie Cohen shortly before it was gutted by fire on a frigid winter night in 1934. Fritz's original store building was purchased by John Lindoo and converted to a pool hall. He sold it in 1902 to R.J. Sands, who operated a hardware store there until erecting a building two doors east of the State Bank. The building then became Brockbank's restaurant. The landmark was torn down sometime before 1936.

In 1906 Fritz erected a brick building at the rear of the Pioneer Store. It was used as the village's post office. It still stands today. Both of the Fritz children attended the Superior Normal School and became teachers. Bessie taught in Ladysmith.

The Fritz family resided on Fourth Street (now W. Second Street) in a two-story home which was built in the late 1880s

or early 1890s. The house was moved there from a lot west or north of its present location. R.J. Coon purchased the house after Fritz died. It is now occupied by the Gary Kunkel family. It is perhaps the oldest home in Ladysmith.

The Ladysmith pioneer enjoyed hunting and fishing during his retirement, and remained active until a few years before his death in 1938 at the age of 86. His wife died the following year. Both are interred at Riverside Cemetery.

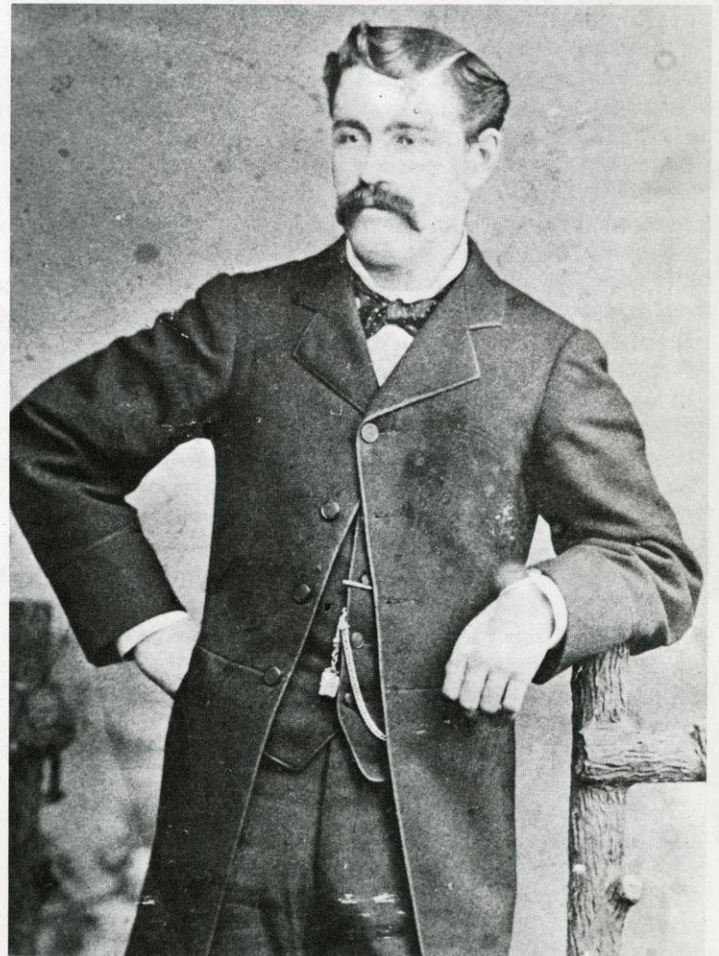
## Ludger LaBerge

The year 1985 was significant for the residents of Ladysmith, as the community observed its centennial.

That year also was significant to the LaBerge family, for it was 100 years ago (in 1885) that Ludger LaBerge began carving a farm out of the wilderness along the Flambeau River, east of the present Ladysmith. The farm is presently owned by Dick and Betty (LaBerge) Silvernale.

Ludger LaBerge was born in Chetaquay, Quebec, on Feb. 27, 1858. Tradition holds that his uncle, Pierre LaBerge, discovered the lake in the Yukon Territory, which is named for him and which is mentioned in Robert Service's poem, "The Cremation of Sam McGee."

Ludger grew up on a farm and later was graduated from the Montreal Business College. As a young man he was an accountant or bookkeeper for an exporting firm. His son,



Ludger LaBerge as a young man in the 1880s.





Ludger LaBerge, right, stands in front of his farmhouse in the early 1900s. The portion of the home on the right is built of logs. It was erected soon after LaBerge settled on the land in 1885. The wing at left was added in 1901. The man at left is Antoine LaPlante, who lived across the river from LaBerge.

Leon, later recounted that Ludger left Quebec, going by train to Winnipeg and then south to the United States. He arrived at Chippewa Falls in 1878.

LaBerge attended school at Chippewa Falls during the first winter to learn English, and the following spring he was hired as a scaler by pioneer logger John King. LaBerge and King would later become neighbors on the south bank of the Flambeau River east of the present Ladysmith.

LaBerge met Elizabeth Beranek at Chippewa Falls and they were married in 1883. Their first child, Louise, was born at Chippewa Falls in 1884. As a child she spoke only French.

According to most accounts, LaBerge came to his farm site northeast of Flambeau Falls in 1885, the year the Sault Ste. Marie & Atlantic Railway began operating trains as far east as Deer Tail. But LaBerge didn't secure a patent for the 80 acres of land until 1886, paying about a dollar per acre. A newspaper article in April of 1935 says that Mr. and Mrs. LaBerge came to Flambeau Falls "just 49 years ago," which would have been in 1886. The land was located on the south bank of the Flambeau River east of the Bruno Vinette farm.

Mrs. LaBerge once recalled that the only way to get to their farm in those early years was via the Flambeau Road, which crossed the Flambeau River at the Bruno Vinette Farm. A ferry was used to make the crossing, but when the river was filled with logs in the spring, the LaBerges had to take a tote road from Deer Tail (the end of the line in 1885) to their farm.

One of the first tasks presumably was to build a two-room log house, which still stands as part of the present farmhouse. The hewn logs are 8 by 12 inches in dimension. The virgin white pine had been cut off the land, but many big trees remained. As there was no market for the logs that wouldn't float, they were used for buildings or simply decked and burned. The stumps then had to be removed.

LaBerge worked in the winters as a scaler and timekeeper for the Daniel Shaw Lumber Co. In the summer and fall he cleared land and worked his farm. By 1905 he had cleared 220 acres.

In the mid 1880s an estimated 300 million to 350 million

feet of white pine were floated down the Flambeau during the spring log drives.

Indians traveled the Flambeau River in the fall and in the spring. Mrs. LaBerge recalls them stopping at their farm many times to ask for food or salt. They traveled in birch bark canoes.

Hay, grain and vegetables were raised on the LaBerge farm. Some of the crops were sold to logging camps. Teams and wagons traveling up the Flambeau Road went past the LaBerge farm.

The LaBerge's second child, George, was born in 1886 at Chippewa Falls. In 1888 Eugene was born at the farm and is thought to be the first white child born in or around what is now Ladysmith. He died at age 15 of pneumonia and blood poisoning, the latter stemming from a broken rib he suffered when a sled overturned. Other children were Leon, born in 1890 in the Town of Flambeau; Arthur, born in 1891; Fred, born in 1895; and Laura, Ruth and Allen, born in 1896, 1899 and 1902, respectively.

To meet the educational needs of the LaBerge children, as well as those from the neighborhood, a school was built southwest of the farm sometime in the 1880s or early 1890s, the lumber and land having been donated by Bruno Vinette. The school was staffed by teachers from Chippewa Falls, who boarded at the LaBerge farm or at the Anton LaPlant (or Plante) farm across the river. The teacher in 1896 was a Miss Boucher. There is a reference in September of 1900 to there being two schools at Bruno, staffed by Agnes Russell and Frances Dalton. LaBerge served on the school board for many years, beginning in the 1880s. The settlement around the Vinette and LaBerge farms became known as "Bruno," which was Vinette's first name.

LaBerge also was active in the Town of Flambeau, serving as town chairman from 1894-1898. He was clerk for nine years. At that time the township extended north and south some 24 miles and east and west about 12 miles. In 1894 his salary as town chairman was \$77.24. He no doubt argued in favor of replacing the ferry at the Vinette farm with a steel





Eugene LaBerge, believed to be the first white child born near Ladysmith. He was born at the LaBerge farm in 1888.

bridge. The LaBerge children watched as that bridge was carried away by the ice and logs on April 14, 1906. The ice was thick that spring, and a jam formed on the bridge piers when some logs became caught. The ice carried the bridge all the way to the Menasha Wood Ware Co. booms.

Mrs. LaBerge raised sheep for the wool, which she carded and spun into yarn to make clothing for her family. She and Mrs. Alexander Parks acted as midwives for each other.

In June of 1901 a two-story 20 by 26 foot addition to the house was made to accommodate the growing family. The house was one of the nicest farmhouses in the county.

The Laberges retired from farming in 1923 and purchased a house in Ladysmith. The farm was turned over to their son, Arthur "Archie."

Ludger died in December of 1934 at the age of 76. His wife died in 1939.

LaBerge was among the first of the pioneer farmers in the Ladysmith area. Many of his neighbors also were pioneers. Their names and the date of their settlement (if known) are as follows: John King (mid 1880s), Antoine Plante (1885), John Diamond (born in Town of Flambeau in 1864), James Maloney (mid 1880s), Isaac Miller (1888), John Willie, Alexander Park and Frank Warehouse.

Pioneer farmers south of Ladysmith included John McBride (1888), D. MacDonald, H.E. McMaster, Louis Cloutier (1880s), Fritz Ducommun (1880s or before), and John Murphy (1888 or before).

These and others who carved farms out of the wilderness in the 1880s and 1890s opened the door to farming, the vocation which eventually would replace lumbering as the mainstay of the region's economy.

## The Barfknechts

Fritz "Fred" Barfknecht and Ernestine Pinnow, pioneer residents of Flambeau Falls, are believed to be the first couple married in what is now Ladysmith.

Ernestine, daughter of Ernst and Augusta Pinnow, was

born in Schoenebeck, Germany. She came to Warner in 1887, presumably with her brother, Herman, who worked for the railroad.

Fritz, a native of Prussia, worked for the Soo Line and apparently came to Warner in 1888, the year he married Ernestine. Fritz listed his address as Oneida County on the marriage certificate. The couple was married on May 25, 1888, at "Flambeau Falls," according to marriage records, but by that time the railroad officially had changed the name of the station to Warner. The Rev. Oswald Lugenheim, an Evangelical Lutheran minister from Cameron, traveled to Flambeau Falls/Warner to conduct the ceremony, which no doubt was held at the bride's home or at the Corbett Hotel, as there was no church in the village.

The couple made a major contribution to the population of the hamlet. They had 11 children — Emil, John, Fred, Frieda, Paul, Anna, Arthur, Clara, William, Gertrude and Lilla. The young couple and perhaps one or two of their children may have been among the 83 residents of Warner in 1890. The names were lost when the census records of Chippewa County for that year were either misplaced or destroyed by fire.

Ernestine died Aug. 30, 1931, at the family home in Ladysmith. She had resided at Ladysmith since 1887, with the exception of three years at Pennington and 12 years at Hawkins, where her husband worked for the railroad. The family was residing at Hawkins by the mid 1890s, as their daughter Frieda was born July 8, 1895, at Hawkins. Their son William was born at Hawkins in December of 1902, and died there in February of 1903. There is no death certificate for Fritz in Rusk County records, suggesting that he died elsewhere. Both are buried at Riverside Cemetery in Ladysmith.

The 1895 census lists the Frank Barfknecht and William Barfknecht families as residents of the Town of Flambeau (and Warner). It is known that Frank Barfknecht owned a house on the present Worden Avenue midway between the Corbett Hotel on the west corner and the first opera house on the east corner. The small frame house was very likely among the first erected at Flambeau Falls, and may have been the section foreman's residence. The house, which was purchased by John Lindoo in 1899 for his sister, Anna Vilett, had to be torn down to stop fire from spreading westward from Vilett's barber shop, which caught fire in November of 1901. The hotel, a grocery store and Corbett's saloon were saved, but the buildings east of the latter were consumed.

The Frank Barfknecht family consisted of three males and four females, according to the census of 1895. The two sons were William and John. Frank was injured in a hunting accident in November of 1896 when his gun exploded. He was treated by a doctor from Bruce, and he apparently recovered. Frank was living at Poskin Lake in 1899, according to a newspaper reference, and is not listed in the 1900 census of the Town of Flambeau (and Warner). The William and Louise (Ludtka) Barfknecht family included three males and five females in 1895. Their son, Paul, was born Sept. 14, 1896, at Warner. The family apparently was not living here in 1900. Frank and William were brothers.

The 1901 census of Ladysmith, taken when the village was incorporated, lists an "F. Barfknecht" and the following family members: Lizzie, Joseph, Carl, Annie (?), Fritz and Frank. In February of 1909 a Fred Barfknecht bought a house and lot on the bank of Corbett Lake from E.H. Campbell. In 1900 Annie Barfknecht was working as a servant at the Prentice Hotel. The 1905 census lists an Emil Barfknecht, 26, and a Martha Barfknecht.





Augusta Erdman Pinnow



Herman Pinnow

## Herman Pinnow

Herman Pinnow, a pioneer resident of Ladysmith, was born in Paeglow, Prussia (Germany) on July 3, 1862. He came to this country as a young man and settled at Flambeau Falls in about 1887. That is the year of settlement indicated in the obituary of his sister, Ernestine Pinnow Barfknecht.

Pinnow may have come here to work for the Soo Line Railroad. He was a member of the section gang in the 1890s, and was listed as a "laborer," in Chippewa County marriage records. He was united in marriage to Pauline Lemke on April 27, 1888, at Cameron. His residence, as listed in county marriage records, was "Flambeau," probably a reference to the Town of Flambeau, not the Flambeau Farm settlement.

Herman's sister, Emilie Pinnow, married Joseph Neumann in Warner on Jan. 10, 1889. Herman and William Pinnow were witnesses at the wedding. This is the first reference to "Warner" in Chippewa County marriage records. An earlier wedding, in May of 1888, occurred at "Flambeau Falls," according to these records. His other sisters were Johanna Neumann and Anna Ludtke.

Pinnow and his wife had one daughter, Elsie, who was born in 1890 at Warner. His first wife died shortly thereafter, and Pinnow married Augusta Erdman, daughter of August and Wilhelmine Erdman, on Jan. 12, 1893, at Warner, where both resided. Frank Barfknecht was a witness at the wedding. The couple had two children, William and Paul, born at Warner in 1894 and 1896, respectively. Herman was a charter member of St. Paul's Lutheran Church in Ladysmith.

Herman and his family lived in a house on Block 12 of Flambeau Falls known as the "Ark" or the "Beehive." It stood on the site where the Rusk County Normal School was built.

Pinnow quit the railroad in 1900 to work for the Menasha Wooden Ware Co., but apparently returned to railroading. He may have worked outside Rusk County before obtaining the position of section foreman for the Menasha Paper Co. Railroad, which operated a line that served the Port Arthur and Thornapple pulp mills. Pinnow built a home along the right

of way northwest of the Thornapple Dam.

Herman was living with his son, William, on a farm along the present County E, south of Bruce, when he died on Jan. 18, 1936. His wife died in 1945. They are buried at Riverside Cemetery in Ladysmith. Descendants of Herman still reside south of Bruce.

## The Erdmans

Among the early settlers in and around Warner were three brothers, Charles, August and William Erdman, and their sister, Augusta Erdman Pinnow, all of whom came from Germany. Some of their descendants still make Ladysmith their home.

Charles Erdman was the first to settle here. He was born April 30, 1861, in Marienleiss, Germany, and was married in that country in 1886. Two years later, in 1888, he and his wife, Frederica, came to Warner. It is thought he worked for the railroad, and when he had some money saved he bought land two and one-half miles southeast of Warner. He carved a farm out of the wilderness. There was no road to the property, not even a trail. A 1901 map of Gates County shows an 80 owned by C. Erdman in sections 22 and 23 south of Ladysmith.

Charles lived in Warner at one point and owned a house on Fourth Street (now W. Second Street). He sold the house to J.D. Fritz in May of 1899. He and his wife had five sons, William, Fred, George, August and Willie, and two daughters, Mrs. Gus (Frieda) Sillman and Mrs. Herman (Anna) Sillman. William was born in 1888 at Cameron. August died of appendicitis in 1904 at the age of 14. The attack was precipitated by eating choke cherries, a pit having become lodged in his appendix. George was 13 years old when he was killed by lightning in a freak accident in September of 1905. He was sleeping upstairs in the family's rural Ladysmith home when lightning struck the dwelling at about 1 a.m. George, got up, walked downstairs and dropped dead at the foot of the stairs. The lightning left a small red mark on his chest near his heart.



The August Erdman family in about 1904. From left are pictured: Freda, Louise, Marie, August and Paul. Crippled from birth, Paul was crushed to death in an accident at the Wisconsin Central turntable at Ladysmith in 1907.



Charles' wife died in 1919, and Charles died in March of 1931. Both are buried at Riverside Cemetery.

William Erdman, born in Germany in 1867, decided to come to Warner after his brother, Charles, wrote him about this place. He settled here sometime in the early 1890s and worked as a laborer. William married Augusta Weber on May 22, 1893, at Warner. An Evangelical Lutheran minister from Cameron performed the ceremony. The couple and a son, Fred ("Fritz"), were listed in the 1895 census of the Town of Flambeau (and Warner). In 1901 the family was residing on Lot 3 of Block 3 in Ladysmith. The children listed in a 1901 census were Fritz, Paul, Olga, William and Gertrude. Born later were Rosie, Albert and Walter. William, like his brother, may have worked for the railroad, as he lived in Catawba for two years before returning to Ladysmith in 1900. William died in 1949.

August Erdman settled at Warner in about 1897. He left Germany with his wife, Louise; with his mother, Wilhelmine; and with a nephew, Albert, who had lived with them ever since the death of his mother. To bring Albert into the country, August and Louisa had to adopt him. He was about 7 at the time.

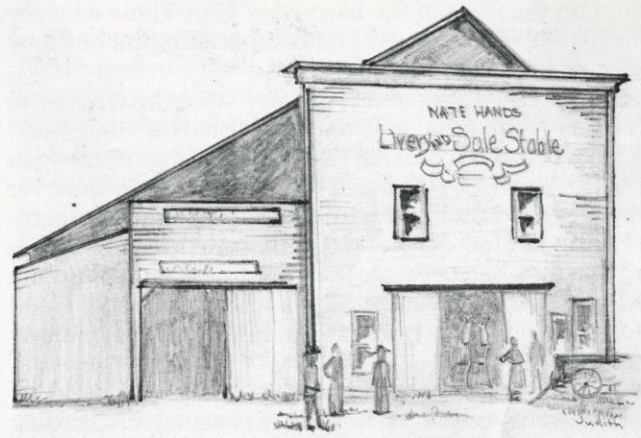
Seven children were born to the couple while at Warner: William, Paul, Fred, Marie, Augusta, Annie and August. Several of the children tragically died of illness or accident. William "Willie" died of diphtheria in August of 1904. Augusta died in August of 1906 at the age of 5 months. Paul was accidentally crushed to death on April 17, 1907, while playing with youngsters at the Wisconsin Central Railroad turntable near Miner Avenue. Paul, who was born with club feet, apparently was sitting on the edge of the pit when the turntable was moved and he was caught between the rail on the turntable and a rail leading from it. He lived for about four hours. Six boys were pallbearers for the eight-year-old lad. August settled with the railroad for \$850 damages as a result of the death of Paul. William died of a stroke at age 14 in 1922.

The village census of March, 1901, lists August as residing in the SE-NW of Section 3-34-6. Occupants of the household were August, Louise, Albert, William, Paul, Frieda and Minnie (the latter was not a daughter). In June of 1901, August constructed a small home on Hemlock Street (Miner Avenue) across from that of E.B. Davisson. The home was located southwest of the present Ladysmith Electronics.

August, who had an arm shot off in a hunting accident in about 1900, eventually settled on a farm next to that of his brother, Charles. Wilhelmine Erdman died Feb. 22, 1924, at the home of her son, August. Two years later his wife, Louise, died. Marie, born in 1902, remained on the farm looking after her father and her 12-year old handicapped sister, Annie. August died in 1942. Frieda left the farm and operated a boarding house in Ladysmith. She died in 1959. Albert died in 1951 and Anna in 1974. Marie is a resident of the Rusk County Nursing Home.

Augusta Erdman married Herman Pinnow at Warner on Jan. 12, 1893. They raised a family there and eventually moved southeast of Bruce. She died in 1945.

Herman Erdman, a fourth brother, resided here for a short while around the turn of the century. In December of 1900 the "Journal" noted: "Evidently Herman Erdman is a lover of good cigars or fine watches or both, for he got the gold watch Christmas night offered by Wigderson and Decker (saloon keepers) to the holder of the largest number of premium tickets given out by them to the purchasers of their cigars. Herman held 1,774 tickets and each one represented a cigar." Herman, who spent most of his life in Milwaukee, died of cancer.



Nate Hand's livery barn is a landmark in Ladysmith. The barn, drawn here by Judy Hankes, was built in 1903.

## Nate Hand

Open the Ladysmith telephone book and read down the listings. Among them is "Hand & Company," a business started by one of Ladysmith's pioneers, Nathan "Nate" Hand.

Little is known about Hand's early life. He was born in 1876 in Iowa. His parents, Mr. and Mrs. A.J. Hand, moved to Chetek, and in 1892 or 1893 they settled near Warner. Nate worked at Corbett's mill during the summer and logged with his brother, Fred, in the winter and spring. He worked in the woods for Gene Copp, according to a 1951 newspaper article.

Hand's father developed a farm in Section 23 of the present Town of Grow, building a log cabin out of hand-hewn white pine logs. By the late 1890s, Nate was farming the 40 west of the home farm, and Fred Hand owned the 40 to the east. The schoolhouse was west of Nate's house. The community of farmers was dubbed "Last Chance" by the correspondent for the Apollonia "Weekly Budget," but it was renamed "Maple Center" in June of 1895, the month that Hand built a barn on his farm.

Hand, like most farmers of his day, worked in the woods to supplement his income. In the winter of 1897-98 he operated a logging camp at Little Falls. In March of 1899, Hand was hauling large loads of supplies to Beebe's camp with a four-horse team. Later that spring, Nate and Fred Hand were driving logs on Deer Tail Creek.

Hand came to Warner when there were few residents and even fewer buildings. He once recalled sowing and harvesting a crop of oats on land owned by Robert Corbett. The field extended east from the present E. Second Street toward the river.

In June of 1902, Hand and G.L. Spear purchased the flour, feed and ice business of Kermott and Goocher. Hand, who had married Essie Andrus in 1897, started construction of a house in Ladysmith that summer. It was located on Birch Street near the City Bakery.

Hand and Spear sold the flour and feed business to J.W. Taylor in April of 1903. That month Hand purchased what is now known as the American Hotel from D. Sanderson and became proprietor of the business, which he named the "East Hotel." Sanderson bought Hand's residence.

In June of 1903 Hand completed the large (50 by 100 foot) barn south of the hotel, which remains as a landmark. He operated a livery business there and sold horses, wagons and later farm machinery in an 18 by 40 foot addition made to the north of the barn.



Painted on the front of the barn was "Nate Hand's Livery and Sale Stable." Horses were Hand's specialty, and he knew work horses as well as anyone.

Hand apparently operated a grocery store, or worked at one, for his occupation in 1905 was listed as "butcher," according to census records. In September of that year began a long battle between Hand and the Soo Line Railroad over ownership of his hotel and barn. Hand and other property owners south of Birch Street (Worden) were informed by the railroad that they had to vacate their premises, as the Soo Line claimed title to the property under a quit claim deed. Hand claimed, and later demonstrated, that he owned the property under a warranty deed.

In 1906 Hand formed a partnership with a man named Nelson, and they engaged in the implement business. According to a Soo Line map, they owned (and probably erected) the barn that once was situated south of the present Hein Implement building. Some may recall that the barn was not square; it was situated along railroad right of way and therefore built as a parallelogram. In March of 1909 the firm of Nelson and Hand dissolved. Hand got the stock of implements, and Nelson the warehouse on the Wis. Central.

In June of 1916 Hand sold his livery business (including his horses and rigs) to Russ Johnson but retained his barn. He continued dealing in horses, cattle and implements.

Hand & Co. concentrated in the farm machinery business in later years. Fire damaged the barn in November of 1936, but the livestock and machinery were removed in time and were not burned. Hand formed a partnership with Joe Silvernale in 1942 and then sold out his interest to Roger Albus in 1945. Hand and his family apparently resided at the hotel during the early years, but later moved into a home on W. Lake Avenue (east of the present Dairy Queen).

Active in community affairs, he served on the Ladysmith City Council from 1911-13.

He died in 1955 at the age of 79. He is buried in Riverside Cemetery.



Sam and Constance (Leffert) Johnson are pictured at the time of their wedding.

## Sam Johnson

Mention the name Sam Johnson to any long-time resident of Ladysmith, and he or she will recall that "Sam" was night policeman in the city during the 1920s and 1930s.

His association with Ladysmith goes back long before that era. In fact, he may have been here before there was even a community.

Born in Norway in 1869, Johnson came with his family to the United States and eventually settled in the Chetek area.

As a lad of about 15, Johnson worked as a section hand helping to build the Minneapolis, Sault Ste. Marie & Atlantic Railway through what is now Rusk County. He received a dollar per day. The section crew's headquarters was at Deer Tail (Tony) at that time. He may even have helped lay the rail through what is now Ladysmith.

It is not known when Johnson actually settled at Flambeau Falls. Johnson married Constance Leffert, sister of Mary Lindoo (the wife of pioneer saloon keeper and logger John Lindoo of Flambeau Falls). Johnson was employed by Lindoo, presumably in the logging business, according to Johnson's daughter, Ethel. Johnson and his wife were living in the Town of Flambeau (and Warner) in 1895 when the census was taken.

In November of 1897 Johnson moved from Warner to Maple Center. He established a farm three and one-half miles south of Warner on what is now Wis. 27. The Gates Road had not yet been built, and Johnson cleared a trail from the Maple



The John Lindoo and Sam Johnson families pose for a picture on the ornate porch of Johnson's farmhouse south of Ladysmith.



Center Road to their farm. In the spring when the ground was soft they traveled a different route each time they went to Warner. A ferry was used to cross the Flambeau River until the steel bridge was built in 1898.

The Johnson farm was located on the northwest corner of the present Wis. 27 and County P. The schoolhouse south of the farm was known as the Sam Johnson School.

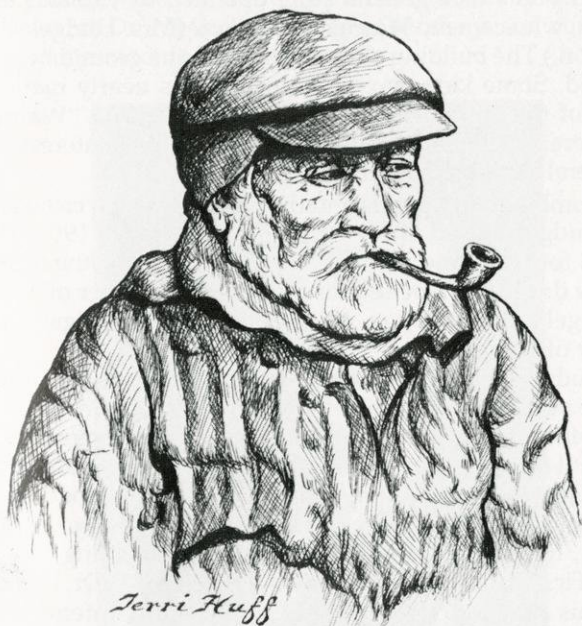
Johnson originally built a small house, but as he became more prosperous he erected a large farmhouse. The curved veranda was decorated with gingerbread and a shingled cupola.

The farm was 240 acres, according to Johnson's daughter.

In 1926 Johnson was appointed by mayor George Luell as night policeman for the City of Ladysmith. He replaced Robert Woodward, who had held the post for 19 years before his death. Johnson had been employed at the sulphite mill prior to that. Sam wore a badge through the 1930s. If he were alive today, he no doubt could tell many tales about his years on the police force.

It is unfortunate that more about this early resident is not available. He and his wife moved to San Bernadino, Calif., where he died on Jan. 6, 1953. His wife died on Aug. 28, 1956.

He was one of only a few Ladysmith residents who had seen this place when it was merely a timbered tract of ground bisected by a pair of steel rails.



Zachariah Crye, woodsman and ferry operator.

## Zachariah Crye

When it came to woodsmanship, few could match Zachariah Robinson Crye, pioneer timber cruiser and ferryman who settled at Warner in 1894 or 1895.

Zachariah was born in Madison County, Indiana, in 1853. His father, John (born in 1811 in Virginia) and mother, Aedie, had 13 children. Seven were born in Virginia, and six more (including Zachariah) were born in Indiana. All of the children were given Biblical names: John, Johnathon, Isaiah, Noah, Joseph, Jacob, Mary Ann, James, Elizabeth, Lucinda,

Amelia and Rachel.

The family came to Dunn County by wagon in 1862 and homesteaded a piece of land in the wilderness. Their closest neighbor was several miles away, and the nearest school was at Menomonie, 14 miles distant. Nine-year-old Zachariah didn't have a chance to attend school during those years, but he learned about the wilderness and the rudiments of farming. At the time, five of his brothers were serving in the Civil War. Jacob lost his right leg in the war, and two other brothers were wounded.

Zachariah later attended school at Cedar Falls, where he worked for his board. His ambition was to become a woodsman. A husky man for his day, he weighed about 200 pounds and was 5'10" tall. Familiar with a large area of wilderness, he seldom used a compass. He earned money cruising for lumber companies, and he helped settlers find land.

In 1885 he married Mary Bowman in Dunn County, and the family eventually grew to include nine children: Melvin, Leon, Cloe (Woodard), Zoe (Offner), Claude, Orell, Fay, Kathryn and an infant who died at birth.

Zachariah worked two years for the Omaha Railroad Co. protecting railroad land from trespassers. His next job was with Webb & Griffin, a well-known logging firm that also had a mercantile business. Zachariah managed the company's branch store at Joel, a hamlet in the wilderness of Polk County. For three years he was in charge of purchasing lumber, bolts and ties for the company. He was named the first postmaster of Joel in 1890.

In 1894 or 1895 he and Mary came to Warner, then an unincorporated village with a hotel, a saloon, a store, a depot and a few dwellings. There were probably about 100 residents in and around Warner at the time.

In 1895 Zachariah began operating a ferry across the Flambeau River south of the village. The ferry crossing was on the road to Maple Center, a settlement of farms southeast of Warner. Zachariah ran the ferry when the river wasn't frozen. The ferry was no longer necessary after a steel bridge was built in 1898 at a cost of \$4,444. In the winter months Zachariah cruised, hunted and worked in the woods. He also may have worked at Corbett's sawmill.

With money he had saved from his earnings, Zachariah bought property in Block 4 of the Plat of Flambeau Falls for \$125 and built a small house on it. The home was situated north of the present Ladysmith Bakery building. None of the pictures of Warner or Ladysmith seem to show the dwelling.

Zachariah served as justice of the peace at Warner for a number of years, and also was an assistant surveyor, according to his son Fay. Zachariah's name appears in the Warner correspondence in the Apollonia "Weekly Budget" in the 1890s. On September 16 of 1897 the correspondent noted that "Z.R. Crye of this place succeeded in killing a black bear Wednesday morning." In the winter of 1899, Zachariah cooked for James Keely's lumber camp until the crew went down river. He then went to Beebe's camp. In June of that year "Judge Crye" and Robert Corbett made charcoal, according to the newspaper correspondent.

Although his formal education was limited, Crye was well informed, and he was respected by his peers, which probably earned him the position of justice of the peace. He also was a shrewd businessman. In November of 1902 he sold "his one lot" (probably most of a block) in the village to Lyman Baird, the National Bank examiner, for a reported \$1,000 (\$1,365 according to a 1905 account). "The house on it isn't worth more than \$50," the Warner correspondent observed. In April of 1903 the northern part of the lot was sold in turn to Dr. C.R. Hudgel, who erected a two-story brick veneered



office building on property now owned by Bud's service station. Dr. Hudgel sold the building to Dr. W.F. O'Connor in 1904. A building which stood opposite the Gerard Hotel was moved to the south end of the Crye lot in May of 1903. The block eventually was occupied by many businesses.

After selling his lots in the village, Crye moved northwest of Ladysmith onto land which he had purchased for \$2 per acre. He erected a home on the present Bell School Road, where his son, Fay, was born. He had cleared 10 acres of the land by 1905.

In 1911, Zachariah moved to Crane, where he went to work for the Crane lumber interests. In 1920 he moved to a farm at Lemington in Sawyer County, where he died in February of 1930. He and his wife are interred at Riverside Cemetery in Ladysmith.

His son, Fay, resides in Ladysmith.

## Dr. Charles Hudgel

In 1898, when men seeking adventure set off for the gold fields of the Klondike, a young physician by the name of Charles R. Hudgel moved from Loyd, in Richland County, to the hamlet of Warner in the wilds of northern Wisconsin, becoming Warner's first resident physician. Several families from Richland County had come to Warner that year; among them were those of O.C. Sabin, William Clark and Henry Leatherberry.

Dr. Hudgel was born in Ohio in 1870 and was graduated in 1893 from the Baltimore Medical College, Baltimore, Md. He was only 23 years old when he received his medical diploma and was second in his class of 160. He practiced medicine in Richland County before moving to Warner, an unincorporated village of about 100 people.

Dr. Hudgel's name first appeared in the Apollonia "Weekly Budget" in January of 1899 when the Warner correspondent noted that Dr. Hudgel was attending to the sick at Flambeau. It is not known whether he built an office soon after coming to Warner, or whether he saw patients at his home or drug store. He and his wife reportedly resided in a house on the present W. Fritz Avenue. Adda Hudgel hosted the Shakespeare Club there in December of 1900. Dr. and Mrs. Hudgel moved into their new residence on River Street (now Lake Avenue) in November of 1902.

Dr. Hudgel sometimes worked with Dr. W.F. O'Connor of Tony, and they may have been in partnership. Dr. Hudgel was a good practitioner, and the residents of Warner were glad to have a doctor in their midst. There was no hospital in

## CHAS. R. HUDGEL,

Physician and Surgeon,

Office Hours: 9-12 a. m., 2-5 p. m.

6:30-8 p. m.

Night calls at residence on River street, north of court house.

FRITZ BLOCK, - LADYSMITH.

the village, and Dr. Hudgel had to perform procedures in his office or at the homes of his patients. Making house calls in those days meant traveling miles by horse and buggy or even walking on trails through the woods. In July of 1899 young Arch Welpton (probably a nephew of Dr. Hudgel) was seriously injured when he fell from the loft of Fritz's barn in Warner. Dr. Hudgel was in Tony at the time, and the railroad section men went to get him. They made the round trip by handcar in 39 minutes — near record time.

A community with a doctor needed a drug store, and the enterprising Dr. Hudgel decided to open one in O.C. Sabin's store, east of the Corbett Hotel. In March of 1899 he and Sabin bought two lots on the northwest corner of Hemlock and Fourth Streets (now Miner and W. Second) and announced plans to build a new store in the spring. The building was constructed in April and they moved into it in May. Half of the corner building was devoted to Dr. Hudgel's drug store, and the other half was a general store operated by J.B. and B.J. Welpton, who came to Warner from Iowa. (Mrs. Hudgel was a Welpton.) The building almost burned to the ground before it opened. Some kids playing with matches nearly made a bonfire of the store. The business was called the "Warner Cash Store." Del H. Richards bought out Sabin's interests in the general store but sold it back to Sabin.

The combined dry goods and drug store was too crowded, so Dr. Hudgel erected a new drug store in the fall of 1900. The 22 by 33 foot building adjoined the Cash Store on the north. The new drug store opened for business in October of 1900. Dr. Hudgel handled drugs, paints, dishes, crocks, cigars and a variety of items.

Dr. Hudgel was active in community affairs, serving as the first vice president of the businessmen's association. He also was an officer in the Maccabees. He was the only physician in town until April of 1901 when Dr. H.R.T. Ross, a graduate of Trinity University, Toronto, came to Warner. He had been house surgeon of Huntsville General Hospital before coming here. Dr. Ross located his office in a small dwelling on the present First Street in what is now the Ford car lot. Dr. Walker joined his practice that year, but he died in September of 1901. Dr. Ross moved into second floor offices in Fritz's Pioneer Store building later that fall.

Operating a drug store and a medical practice apparently was too much for Dr. Hudgel, and in April of 1902 he sold his drug store to J.E. Webster of Tomahawk, father of Harold Webster the cartoonist. In November of 1902 he moved his office to the upper floor of the Fritz building and the following year broke ground for an office building on a lot some distance north of his former drug store. The land had been purchased from Zachariah Crye. The office building was started in April and finished that summer. The two-story brick building had a large window facing Fourth Street (W. Second). The building apparently was purchased by Dr. W.F. O'Connor in 1904 when Dr. Hudgel left Ladysmith. The building was torn down in the spring of 1931 to make room for a filling station, which is now operated by Ernest "Bud" Rogers.

Dr. Hudgel saw that Ladysmith was growing, so he, his wife and her brother (B. Welpton) platted Hudgel and Welp-

### C. R. HUDGEL

Dealer in

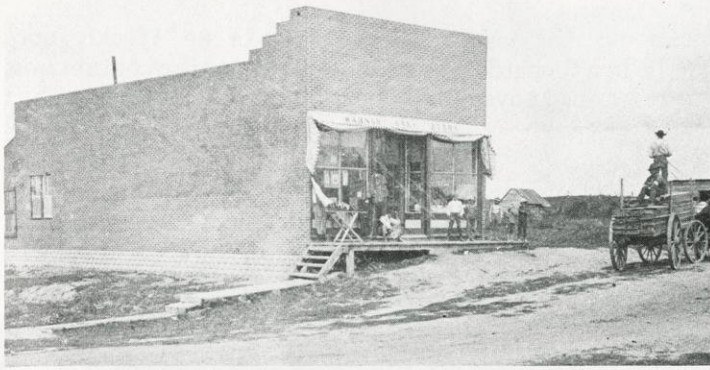
Proprietary Medicines,  
and Patent  
Queensware,

Paints, Wall Paper, Books, Stationery,  
Toilet Soaps, Jewelry, Confectionery,  
Perfumery, Brushes, Cigars, Etc.

School Supplies

A new supply of all kinds on  
hand.





The Warner Cash Store was built in 1899 by O.C. Sabin and Dr. C.R. Hudgel. Sabin sold his interest in the store to B.J. and J.B. Whelpton. Dr. Hudgel operated a drug store in half the building and later built his own drug store to the north of it. The cash store was moved to the west when the state bank was built on this site in 1912. The store building is now the 211 Club Tavern.

ton's addition to Ladysmith in 1903. The land was located north of the Flambeau River, east of the present W. Fifth Street S. (which was the main road leading into Ladysmith from the south) and south of Corbett Lake.

Dr. Hudgel returned to school and became an eye, ear, nose and throat specialist. He located at Boise, Idaho, where his practice flourished. One of his more famous patients at Boise was criminal lawyer Clarence E. Darrow. Many physicians followed in Dr. Hudgel's footsteps over the years, but he was the pioneer doctor of Ladysmith.



R.S. Johnson

## R.S. Johnson

Roger Sherman Johnson, the first mayor of Ladysmith, came here in September of 1900 to supervise construction of the Menasha Wooden Ware Co. plant. He managed the plant for over 25 years and was active in business and civic affairs during his 39 years in Ladysmith.

Johnson was born June 10, 1851, in Northfield, Mass. In 1870 he enrolled at Dartmouth in Hanover, N.H., and received a B.S. degree in 1874. Johnson moved to Traer, Iowa, to join his brother-in-law in the lumber business, and in 1877 he married Carrie L. Foster.

In 1880 Johnson moved to New London and went into business manufacturing lumber and wood products. He was

elected mayor of New London and served five years in that position. He was elected in 1895 to a term in the Wis. Assembly.

Johnson was living in Appleton in 1900 when the Menasha Wooden Ware sent him to Ladysmith. Johnson supervised the construction of the MWW plant. A boarding house and blacksmith shop were built immediately. In January of 1901 the first barrel stave was cut at the Menasha Wooden Ware Co. mill. The mill was enlarged in April and again in December, and thousands of feet of drying sheds were constructed. The mill was by far the biggest industry Ladysmith had ever seen.

Johnson's family remained in Appleton until his large residence on Birch Street was completed in 1903. The home, which is now owned by Ed Witkiewicz, was one of the finest in Ladysmith when it was built. North of it was the palatial home of G.B. Goocher, on the corner east of the courthouse. (It later became Dr. O'Connor's residence.)

Under Johnson's management the Menasha Wooden Ware Co. flourished, and Ladysmith began to boom. When the village incorporated as a city in 1905, Johnson was elected the first mayor. He defeated J.A. Corbett (brother of Robert) by a vote of 214 to 152 in the election of April, 1905. Corbett said he was not a serious candidate.

Johnson managed the Menasha Wooden Ware here until the plant closed in the mid 1920s. Over the years, millions of logs were sawed into staves and lumber. Johnson served on the board of directors of the Ladysmith State Bank for 20 years and was its president. During his business career of more than 50 years, Johnson "earned a reputation for integrity and tireless energy," according to his obituary in "The Ladysmith News."

Johnson loved the out of doors and was fond of trout fishing. He said the biggest Brook trout he caught weighed 3½ pounds and measured 21 inches in length. One time he and two companions caught 300 good-sized trout in a single day. That, of course, was before fishing limits had been imposed.

His wife died in the late teens. Johnson died July 20, 1939, at his home on Worden Avenue. Both are buried at Appleton. One of their daughters, Mrs. R.M. Lea, lived in the Johnson home with her husband, Dr. Lea, for many years after Johnson's death.



The fireplace in the R.S. Johnson home was designed with ceramic tile and copper. The oak mantel and carved pillars are examples of the woodwork throughout the house.



## Del H. Richards

When it comes to Ladysmith pioneers, Del H. Richards wrote the book, or rather the newspaper.

Richards came to Warner in 1899 and started the community's first newspaper, "The Weekly Journal," in May of 1900. During his eight years at the helm, Richards watched Warner grow from an unincorporated hamlet of 135 persons to an incorporated city with a population of nearly 2,000.

Born July 27, 1868, in Richland County, Richards became a printer's devil at the Richland Center newspaper following his graduation from high school. He received only \$3 per week, but the experience was invaluable. He eventually bought a competing paper. On Aug. 7, 1893, he married his childhood sweetheart, Anna Stelzman, and they spent their honeymoon at the Chicago World's Fair.

In 1898, several families from Richland County moved to the tiny sawmill town of Warner on the Flambeau River. Among them were the Sabins, Clarks and Leatherberrys. Richards saw the opportunity to start a newspaper here, and came to Warner in June of 1899. In July, the "Weekly Budget" in Apollonia, reported that Richards planned to publish a newspaper.

Richards had second thoughts about the idea after viewing the economy of the small town, and decided to buy out O.C. Sabin's interest in the Warner Cash Store, which had been built that spring by Sabin and Dr. C.R. Hudgel. The building, which stood on the corner where the old Pioneer Bank was later built, was a general store-drug store.

Richards' stock in trade was writing, not groceries, and in April of 1900 he sold his interest in the store back to Sabin and announced that a newspaper soon would be in production. Richards correctly predicted that Warner would boom after the Menasha Wooden Ware Co. located its plant here in 1900.

The first issue of the "Weekly Journal," dated May 5, 1900, was printed at Madison, because printing equipment hadn't yet arrived at Warner. The press run was 200 copies. Richards set up temporary headquarters in the Gerard store building.

In the first issue Richards reported that Warner was to have a large new store (and opera house). The following week it was reported that Ladysmith was being considered as a site for a paper mill.

Richards encouraged the village to form a fire department and later served on it.

In 1901 Richards constructed a newspaper office on Hemlock Street (Miner Avenue), which now houses Rainbow Ceramics.

The village was officially renamed Ladysmith in July of 1900 and the newspaper changed its name to the "Gates County Journal" after the new county was created in 1901. Rusk replaced Gates in 1905 when the legislature enacted the change in the name of the county.

Their daughter, Inez, was the first child to be born and registered in Gates County.

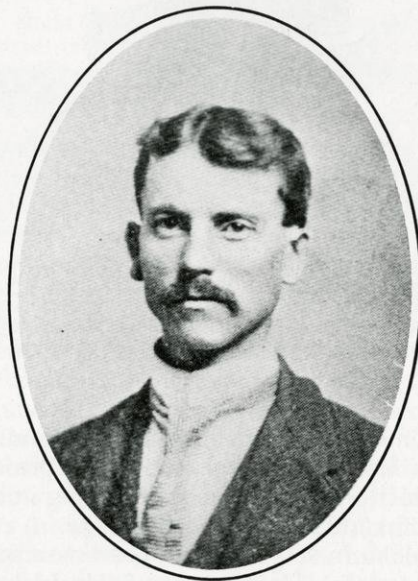
Richards sold the newspaper in 1908, but remained a Ladysmith area resident until his death in 1955. He served two terms as mayor (from 1909-1913) and was a member of the city council for 12 years. He served in the Wis. Assembly from 1913-1914.

Richards farmed near Port Arthur and operated a retail shoe business and a job printing shop before retiring. He wrote a number of historical articles for newspapers and helped produce the Rusk County golden anniversary book in 1951.

He died Aug. 25, 1955, at the age of 87. His wife died three

weeks later.

Anyone who has read the old issues of the "Weekly Journal" when Richards was editor appreciates the contribution made by this Ladysmith pioneer.



E.M. Worden

## E.M. Worden

The signs on the depot still read "Warner" in September of 1900 when a stranger by the name of Edgar M. Worden stepped off the train at the newly-renamed community of Ladysmith. Worden, who went by his initials "E.M.," was an energetic young man who had just won the state walking championship (a race in which competitors walk, not run) in his hometown of Menasha that summer. Worden thus qualified for Olympic competition in Europe, but declined. He had more important things on his mind.

Worden came to Ladysmith to take over management of the F.E. Bennett Store, which had been built that summer on the northwest corner of Birch Street and Third Street (now Worden and First). Bennett, who was Worden's brother-in-law, had moved here that spring from New London and had announced plans to erect a store with opera house above. The money for the venture apparently was furnished by Bennett's father-in-law, Charles Worden, head cruiser for the Menasha Wooden Ware Co.

Bennett acquired the stock and business of O.C. Sabin and had a small store building erected on Birch Street before the two-story opera house was built. The small store had to be moved two and one-half feet to the west after its completion to make room for a third business building being constructed by Charles Worden. The brick building would house Ed Vilett's barber shop and the Opera House Saloon. The three buildings were a boom to Ladysmith, and its citizens were happy that they would finally have an opera house.

The first ball of the season in 1900 was given at Worden's Opera House on the night of July 4. Live music was furnished. Dance tickets were 50 cents per couple, the same price as a supper served at Corbett's hall that evening.

The "Let and Let Live" store occupied the first floor of the building. Bennett's tenure as manager was short. The Ladysmith "Weekly Journal" reported that Bennett had left Sept. 2, presumably for New York, and that Charles Worden and his son, E.M. Worden, arrived the following day from





Stumps lined the main street of Ladysmith (now Worden Avenue) when this picture was taken in August of 1900. The opera house and store of F.E. Bennett, the opera house saloon and Ed Vilett's barber shop all were built that summer. The house at left was once owned by Frank Barfknecht and later occupied by Anna Vilett. All these buildings, as well as the livery barn around the corner, were destroyed in the fire of November, 1901. The Burnie and Pederson hardware store, under construction at far right, was spared, but it burned in 1904. Worden built a new opera house on the corner in 1902.

Menasha. E.M. Worden was placed in charge of the establishment, operated under the name of E.M. Worden & Co. or "The Opera House Store." A two-story addition was made to the store in September of 1900, making the building the largest in Ladysmith.

Young Worden, who was born at Deer Creek, Wis., on Sept. 24, 1875, attended a business college at Green Bay after his graduation from New London High School. His first venture was a bicycle store and repair shop in his hometown. A few years later he started work as a bookkeeper for the Menasha Wooden Ware Co. at Menasha. During his years at Menasha, Worden took up walking and bicycle racing.

Worden married Helen Smith in Menasha on March 6, 1901, and brought his bride to Ladysmith. Worden, who proved to be a good businessman and community supporter, was well liked. Ladysmith residents voted 34-0 on June 11, 1901, to incorporate as a village. In the first regular village election, on April 1, 1902, Worden defeated J.W. Fritz by a vote of 166-82 to become the first village president. Worden had been a Ladysmith resident for only two years; Fritz was the pioneer merchant of the town.

His election followed a tragic fire Nov. 24, 1901, which consumed Worden's store and opera house; Worden's large warehouse, which had been erected in October of that year; the Opera House Saloon; Ed Vilett's barber shop; Edson's livery barn; and a house occupied by Anna Vilett.

The devastating blaze began as a chimney fire in Anderson's Opera House Saloon. The saloon building caught fire, and the alarm was sounded at 11 p.m. The fire spread to the barbershop, which was in the same building, and contents of

both establishments were carried out into the street as there was no hope of saving the building. The fire then advanced eastward to the general store and opera house of E.M. Worden. The opera house had been crowded earlier that evening for a vaudeville performance, but the crowd had dispersed before the fire started. The store and opera house were consumed. Flames destroyed Worden's new warehouse and Edson's livery barn, both north of the opera house. Fire-



Workmen neared completion of the lettering on the cornice of Worden's Opera House and store. The building, completed in 1902, replaced the store and opera house destroyed by fire in November of 1901.



fighters ran out of water as flames threatened Haasl's Flambeau Saloon which faced Hemlock Street, so they doused the fire with beer and saved the building.

The Vilett home also caught fire. The fire would have continued westward, consuming Corbett's saloon, Mrs. Grieve's restaurant and the Prentice Hotel had firefighters not halted its advance by tearing down a wing of the Vilett house.

The Wordens had lost the store and opera house, the saloon and barbershop building and the new warehouse. The loss of the store was estimated at \$5,000, and Worden had \$1,300 insurance. They carried a stock of goods valued at between \$8,000 and \$10,000, and had insurance for \$2,000. Worden could have packed his bags and left town, but he announced that very week that they would commence rebuilding as soon as they could get the lumber on the ground. Plans were to build a store on the foundation of the warehouse, and then rebuild the store and opera house on the corner in the spring.

By April of 1902 the first store building was about completed, and it was being veneered with steel siding. Work started on the new corner store and opera house in late spring, and in June one story of the building was up. By July workers were ready to put steel roofing on the building. The store was enclosed by mid-August and the store opened for business in September. The "Weekly Journal" described it as one of the largest and finest mercantile establishments in Gates County.

The opera house was opened Oct. 1. The stage of the new opera house was on the north end of the second floor. The main entrance was at the southwest corner and the box office was located at the top of the stairs. Worden installed \$250 worth of scenery and a drop curtain.

The Oct. 2 opening night performance at the opera house was a romantic comedy titled, "The Game Keeper," a story of dear old Ireland. Tickets were priced at 50 cents, 75 cents and \$1. The play was well received. A dedication ball was held the following night. The Arion Trio from Chippewa Falls performed. It was pronounced by many as one of the most pleasant events of its kind that had ever taken place in Ladysmith, according to the "Weekly Journal."

Worden and his wife raised a family in their spacious house built on River Street (Lake Avenue) in 1901. The two-story home was located east of Dr. Blake's Hospital on the site of the present Lake Avenue Laundromat. The house was torn down so that a filling station could be built on the site.

Worden's opera house was the scene of many plays, vaude-

ville acts and home talent productions over the years. Commencement exercises of Ladysmith High School were held at the opera house for several years, beginning in 1905. And the opera house floor was a favorite place for dancing and, in later years, roller skating.

In 1906 Worden reportedly became the first Rusk County resident to own an automobile, a Cadillac. It had two open seats with a cloth top that could be unfolded when the weather was inclement. The car was started with a crank that was inserted beneath the driver's seat. It commanded the attention of nearly every citizen and probably spooked most horses.

Worden sold out his business in January of 1913 to the Thompson Mercantile Co. In 1916 Worden was elected Rusk County Register of Deeds. He was reelected to five consecutive terms. He also had served as Ladysmith city treasurer and as a school board member. In 1922 he erected the large brick building on the north side of Miner Avenue that currently houses the Family Shoe Store and Kay's Floral.

Worden was serving as register of deeds in 1928 when he became ill with what he thought was the flu. His condition worsened and he was diagnosed as having double pneumonia. He fought the deadly illness for five days but died on April 29, 1928, at the young age of 53.

The community mourned the loss of "Rusk County's best known and foremost citizen," according to "The Ladysmith News." The newspaper noted: "During his residence here. Mr. Worden embarked in many enterprises, some of which were successful and some failures, but in all of which he entered with a great faith in the future of Ladysmith and with an abounding energy."

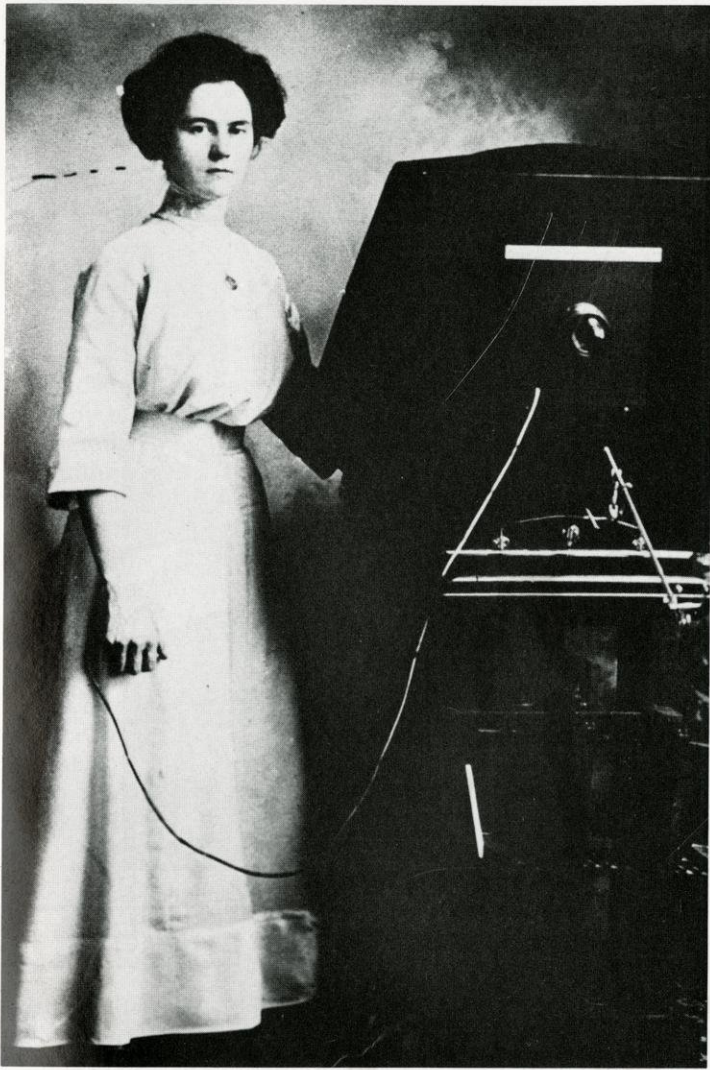
"There has hardly been a community effort in the past 28 years in Ladysmith or Rusk County that did not engage the services of Ed Worden in some regard. His help was always freely given, without stint and without thought of credit or glory. Others might bask in the limelight, but Ed was content with getting done the job at hand. We have never had a citizen that gave as unsparingly of his time and energy and asked as little in return. Because of his activities and personality he was probably the best known and most popular citizen in Rusk County," concluded the "News."

Worden's name still remains high on the front of his building on Miner Avenue. Those glancing at it indeed have reason to look up to E.M. Worden.



Pictured from right to left are the following buildings on River Street (the present Lake Avenue): the home of E.M. Worden, built in 1901; a hospital built by Dr. Blake, and later occupied by Dr. Stephenson; the Congregational Church, built in 1901 and dedicated in 1902; and the village's second schoolhouse, built in 1897. Over the roof of the church can be seen the Gerard Hotel and the homes of O.E. Pederson and W.S. Manning.





Blanche Tiffany had her picture taken in Tiffany's Studio in the early 1900s.

## Blanche Tiffany Lindoo

Of all those named in this chapter on "Ladysmith pioneers," only Blanche Tiffany Lindoo lived to see Ladysmith celebrate its centennial in 1985.

The daughter of Edward and Harriet Tiffany, she was born in 1889 at Richford, a wide spot in the road in Waushara County. When she was a girl, her family moved to a farm near Cadott, but her father's poor health forced him to give up farming. In the spring of 1903 the family loaded their possessions into a wagon and set off for Ladysmith. Traveling the Chippewa tote road, they stopped at the Flambeau settlement for a meal before continuing up the Flambeau Road to Ladysmith. Blanche, who was 13 at the time, vividly recalls that her father stopped the wagon on a hill overlooking the Flambeau River and pointed out Ladysmith in the distance.

He had great expectations about the move to Ladysmith. None of the family was prepared for the tragedy which struck only six weeks after their arrival. Blanche's 15-year-old sister, Grace, was killed by lightning on the afternoon of July 2 in the family's home on the present W. Fifth Street. Grace had gone upstairs to close a window. She was passing between the chimney and the bed when a bolt of lightning came through the roof and struck Grace in the back of the neck, killing her instantly. The bolt, which left an opening the size of a bullet

hole in the roof, followed the chimney downstairs. Grace was buried the next day, and the family had the sympathy of the entire village. The tragedy so affected Mrs. Tiffany that she had the family baptized and joined the Congregational Church.

Blanche enrolled in 9th grade at the high school that fall, attending classes in the basement and in the third floor "attic." Blanche was a member of the Class of 1907, the third to be graduated from Ladysmith High School. Commencement exercises were held at Worden's Opera House on May 24. The Ladysmith Brass Band performed on the street as graduates, their relatives and friends crowded into the second-floor opera house. Each of the nine class members gave a talk. Blanche's was entitled, "A Social Revolution." Prof. B.L. Birckbeck, former principal, gave the address. The class motto was "Success Waits at Labor's Gate." A banquet was held at the Hotel Baker after the ceremony. At this writing Blanche was the oldest living Ladysmith High School graduate. Among her classmates were Ethel Spear, Genevieve Dean, Richard Reeves, Ina Vent, Katherine Welpton, Flora Brownell, Eva Kellogg, Ione Hogston, Lillian Haasl and Allan McGill. The high school later was known as the West Side School.

After high school Blanche started working in the photography business that her father had purchased in 1904 from L.L. Soule. The studio, built in November of 1902 by C.P. Soule, was located in the building that has since been remodeled into the offices of Drs. Gerken and Bergsbaken. The original building was 22 by 32 feet and featured a "grand gem" skylight for illumination. An 18 by 18 finishing room was added to the north end of the studio in April of 1903. That spring, branch studios were established at Bruce and at Ingram.

After learning the business, Blanche operated the branch studio at Bruce from 1907-09. She stayed at the Mac Arthur Hotel. She returned to Ladysmith and resided in the house behind the studio.

In addition to taking portraits and wedding pictures in the studio, Edward and Blanche photographed Ladysmith street scenes, logging camps and river scenes. Perhaps the most memorable photos were of the head-on collision of two Soo Line locomotives west of Tony in 1904. Blanche is one of the spectators pictured on that classic photo of a "cornfield meet." These early images were exposed on glass plates and



Blanche Tiffany Lindoo





Four dapper young Ladysmith men discussed the events of the day while enjoying a dish of ice cream in the restaurant and confectionary store of Mrs. M.J. Grieves, located east of the Prentice (Manley) Hotel. The banner suggests that the picture was taken in July. The year was probably 1902, as Mrs. Grieves acquired the gramophone in August of 1901.

then developed in the studio's darkroom. The name "Tiffany Photo" is written across many postcard views of Ladysmith.

When Mr. Tiffany's health worsened, he and Blanche moved to the Badlands of South Dakota for a change of climate. Blanche taught school there during their short stay. They returned to Ladysmith in August of 1910, and her father died in April of 1912.

Blanche married John Lindoo, Jr., in 1913. Soon after their marriage they moved to Argos, Ind., where John Lindoo, Sr. owned a stock farm. Their four children, Robert, Max, Harriet and James were born there.

Tiffany Studio continued to be operated by Mrs. Tiffany and her daughter, Mabel. In 1927 John and Blanche returned to Ladysmith. John was appointed Ladysmith Justice of the Peace by Mayor R.B. MacDonald, and Blanche again worked in the studio. Most of the work consisted of photographing brides, babies, children and families. The notable exception to that routine occurred in 1930 when Blanche and her son, Roger, were hired to take pictures at Al Capone's hideout on Cranberry Lake in Sawyer County. They were driven to the place by Capone's men. Blanche recalls that there were gangsters on the grounds, but she doesn't know if Al Capone was among them. Capone's men bought the negatives, as well as the finished photographs.

Blanche and her son, Jim, bought the studio in 1946 and moved it to the family home on W. Fifth Street (where Grace had been killed). Blanche continued to operate Lindoo Studio until 1959, when she sold the business to Theron Nash.

Blanche's husband, John, died in 1956. Blanche, who retired at age 70, remained active in Ladysmith social organizations and traveled extensively. Many of her friends helped her celebrate her 90th birthday in 1979.

Reaching the age of 96 in 1985, Blanche was unable to participate in centennial activities. She would have been the oldest LHS graduate at the all-school reunion, had she been able to attend, and would have had an honored spot in the centennial parade.

If anyone should feel at home in Ladysmith, it is Blanche. She is living in the home that she first moved into in 1903.

Although Blanche contributed much to Ladysmith over the years, she will probably be best remembered for her association with Tiffany/Lindoo Studios. The historic photos she took made it possible for Ladysmith residents to look back in time and reflect during the centennial year.



Blanche and Harriet Tiffany peer out the door of Tiffany's Studio as a group of firemen on a wagon are photographed. The studio was originally the photo gallery of L.L. Soule.



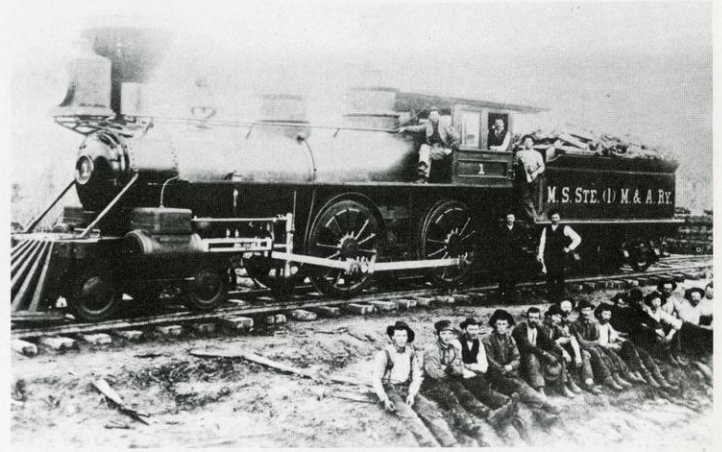
# RAILROADS

## Soo Line

Two steel rails spaced 4 feet, 8½ inches apart — a simple idea by today's technological standards. But were it not for those rails, there wouldn't be a Ladysmith. This community's founding and growth resulted from the coming of the railroad in 1885. The iron horse moved passengers and freight, linking this community with others in a vast network of rails that spanned the country.

The Minneapolis, Sault Ste. Marie & Atlantic Ry., forerunner of the Soo Line, was incorporated on Sept. 28, 1883, by W.D. Washburn (its first president), H.T. Wells, John Martin, Thomas Lowry, George R. Newell, Anthony Kelly, C.M. Loring, Clinton Morrison, J.K. Sidle, W.W. Eastman, William D. Hale, Charles A. Pillsbury and Charles J. Martin.

The majority of financial backing for the railroad came from Minneapolis flour manufacturers who were seeking markets in the East for their products. They proposed a 460-



Minneapolis, Sault Ste. Marie & Atlantic locomotive No. 1 was built by Rhode Island Locomotive Works in 1884.

mile rail line connecting Minneapolis with Sault Ste. Marie (and points to the east).

Construction of the railway had barely begun in 1884 when the financial panic occurred in May of that year, plunging the country into economic recession. The board of directors decided to construct only 46 miles in 1884 — east from Cameron to Bruce and west from Cameron to Turtle Lake. The M.S.Ste.M.&A. trains used "Omaha" Railroad trackage from Minneapolis to Turtle Lake until the Soo completed its own tracks between those points.

Economic conditions hadn't improved by early 1885. The railroad needed additional capital, but the board was doubtful that the necessary money could be raised by floating securities. Instead, the directors were asked to increase their contributions by 15 percent. Most did.

President Washburn said in the railway's first annual report that the directors felt it important to expand the railway eastward by 25 miles in 1885, despite the hard economic times.

Surveying had been done the previous winter, and it was decided to cross the Flambeau River in Section 2 of Township 34 N, Range 6 W. Work presumably began in the spring of 1885. The "Chippewa Times" reported on July 1 that "grading is in progress on the Minneapolis, Sault Ste. Marie & Atlantic between Bruce and Main Creek, a distance of 25 miles. On this section of road, bridges will have to be erected over the Chippewa and Flambeau Rivers."

Work on the trestle over the Chippewa River near Bruce was apparently still in progress in July, as the "Barron County Shield" reported that V.V. York, one of the foremen at the railroad bridge at Bruce was laying off until after July 4.

The Aug. 14, 1885, issue of the "Shield" reported that "track layers on the Soo road reached the Flambeau River at 9 o'clock this morning." Timber for the railroad trestle across the Flambeau was shipped to Barron, according to the Aug. 21 issue of the "Barron Shield."

The "Pioneer Press" reported in August that: "construction

MINNEAPOLIS, SAULT STE. MARIE & ATLANTIC RAILWAY											
STATION NUMBER	STATIONS.	Local Passenger Tariff									
		NO. 2.									
0	TURTLE LAKE - TURTLE LAKE.	IN EFFECT									
6	*SCOTT'S SIDING - .25 SCOTT'S SIDING	October 12, 1885.									
11	*COSGROVE - .45 .20 COSGROVE.										
16	BARRON - .65 .40 .30 BARRON.										
21	CAMERON JUNCTION .90 .65 .45 .25 CAMERON Junc.										
25	CANTON - .1.10 .85 .65 .45 .20 CANTON.										
31	*HAWKINS - .1.35 .1.10 .90 .70 .50 .25 HAWKINS.										
39	WEYERHAEUSER - .1.65 .1.40 .1.20 .1.00 .75 .55 .30 Weyerhaeuser.										
46	BRUCE - .1.95 .1.70 .1.50 .1.30 .1.05 .85 .60 .30 BRUCE.										
55	FLAMBEAU - .2.30 2.05 1.85 1.65 1.40 1.20 .95 .65 .35 FLAMBEAU.										
60	DEER TAIL - .2.55 2.30 2.10 1.90 1.65 1.45 1.20 .90 .60 .25 DEER TAIL.										
69	END OF TRACK - .2.90 2.65 2.45 2.25 2.00 1.80 1.55 1.25 .95 .60 .35 END OF TRACK.										
*NO AGENTS.											
INSTRUCTIONS TO AGENTS AND CONDUCTORS.											
1st. Agents are required to furnish every necessary facility to passengers for the purchase of tickets, and to make every possible effort for sale of tickets, and must have their office open at least thirty minutes previous to departure of trains.											
2d. Tickets must not be sold to stations for any train that does not stop at such station as per time table; but in case application is made for such tickets, Agents must inform passengers of the proper train to take.											
3d. Local Card Tickets are furnished only to stations to which considerable sales are made; to all other points on the line to which rates are furnished, use Local Book Tickets, writing in destination plainly with ink. If mistakes are made in filling out such tickets, do not correct by erasure and re-filling, but use another, and write across the face of the spoiled ticket plainly in ink, "Canceled." Spoiled tickets should be sent to the Auditor by express daily.											
4th. Half-fare Book Tickets will be sold to Clergymen and others holding Half-fare Permits, and to children over five and under twelve years of age. In selling Half Tickets, where the rate does not divide evenly, Agents must collect sufficient to make such rate end in 0 or 5.											
Children under five years of age will be carried free when accompanied by some person in charge; over twelve years of age, full fare.											
5th. For the transportation of a corpse of any age a regular ticket may be issued at full first-class rates when accompanied by some person in charge, who must be provided with a physician's certificate that the person died of no contagious disease. Mark across the face of the ticket the word "Corpse."											
6th. Excursion Tickets will be sold at such rates and upon such occasions as the General Ticket Agent may at the time authorize.											
7th. Blank Tickets, not filled up by Agent, will be honored by Conductors as passengers designate to any point on the line of the Minneapolis, Sault Ste. Marie & Atlantic Railway, and will be filled up by the Conductors to such designated point. The Agent issuing the ticket will be charged the full value of such ticket as filled up by the Conductor.											
8th. Baggage must not be checked beyond destination of ticket.											
9th. Conductors will collect ten (10) cents in excess of these rates from all passengers not provided with tickets. No Stop-Over Checks will be issued.											
JNO. G. TAYLOR, GENERAL TICKET AGENT.											
W. W. RICH, SUPERINTENDENT.											

Courtesy Laurie Hennings, Soo Line Railroad Company.





The first depot at Flambeau Falls was built in 1885 or 1886 by the Minneapolis, Sault Ste. Marie & Atlantic Railway. Smaller than the depot at Bruce, it was similar to the depot at Glen Flora. It was showing its age when this photo was taken in 1901.

of the road has been retarded by heavy rains which have fallen in the heavily timbered region of northern Wisconsin — one shower having followed another before the ground was in condition for rapid work. Notwithstanding the unexpected difficulties, the road will be extended 22 miles eastward (from Bruce) during the present season, making a total trackage of 68 miles in the direction of Sault Ste. Marie. Between 8 and 9 miles have already been laid, bringing the road to the Flambeau River, which is to be crossed by an expensive bridge, the completion of which will cause some further delay in the operation of the trains to the eastern terminus. The 22 miles will bring the road to the heavy pine timber of Wisconsin and materially increase traffic on the new road."

The "Chetek Alert" reported on Aug. 27 that "inside of 30 days the track will be laid to the end of the track and the operations of the road will be extended to that point. The road crosses the Flambeau nine miles east of Bruce. The bridge over the stream is practically finished."

The track laying crews finished 22.07 miles in 1885, from Bruce to Main Creek (Ingram), but only two stations were established: Flambeau (Ladysmith) and Deer Tail (Tony). Both were named for the respective streams in their proximities. The stopping point of the construction was listed as "End of Track."

Service on the new line was officially inaugurated Oct. 12, 1885, when timetable No. 2 was published. Trains were operated daily, except Sunday, between Turtle Lake and Deer Tail and twice a week between Deer Tail and the end of the track (Main Creek).

MINNEAPOLIS		NOT TRANSFERABLE.
Sault Ste Marie and Atlantic		
RAILWAY		
PASS	1886.	COUNTERSIGNED:
From _____ to _____		
Account _____		
GOOD FOR ONE TRIP ONLY, UNTIL _____	1886,	
WHEN COUNTERSIGNED BY _____		
No. D 95		
<i>W. J. Taylor</i>		
PERMISSIBLE.		

A railroad pass from 1886.

Quite possibly because of the confusion between the Flambeau on the railway and the Flambeau near the confluence of the Flambeau and Chippewa rivers, the former was surveyed and platted by the Sault Ste. Marie Land & Improvement Co. as Flambeau Falls in October of 1885. The settlers who were here before the railroad continued to refer to it as Flambeau station.

Although there apparently was no depot here when Flambeau Falls was surveyed and platted, one may have been built later that fall. The plat of Deer Tail, dated Dec. 8, 1885, does show a depot.

The Oct. 12 timetable implies that there was an agent at Flambeau, as it is not listed among the three stations that did not have one. Since agents had to have a place to sell tickets, etc., it is reasonable to assume that a depot was erected at Flambeau (Falls) in 1885. The first depot, which was smaller than those at Weyerhaeuser or Bruce, was situated on land between the main line and a house track south of the present city parking lot on Worden Avenue.

The struggling railroad had only two Rhode Island built locomotives, two Pullman Palace Car Co. coaches, one bag-

MINNEAPOLIS,			
Sault Ste. Marie & Atlantic Ry			
PASSENGER DEPOT, 4th AVE. N. & 2nd Sts.			
MINNEAPOLIS.	Dist in Minn.	TIME TABLE — OF — Sept. 12, 1887.	FROM MINNEAPOLIS.
PASSENGER Daily Ex. Sun		Ar Minneapolis	Lv PASSENGER Daily Ex Sun
6.40 P. M.		Ar Minneapolis	8.10 A. M.
P. M. Arrive		Stillwater St. P. & D. R'y.	A. M. Arrive.
5.50 P. M.	13	Bald Eagle Jc.	9.05 A. M.
5.14 "	34	Marine	9.40 "
4.50 "	43	Osceola	10.02 "
4.37 "	48	Dresser Jc	10.14 "
4.00 P. M.	63	Amery	*10.48 A. M.
3.30 "	76	Turtle Lake	11.17 "
3.05 "	86	Poskin Lake	*11.40 "
2.50 "	91	BARRON	11.55 " †
2.37 "	96	Cameron	12.32 P M
2.26 "	101	Canton	12.43 "
1.54 "	114	Weyerhaeuser	1.16 "
1.15 "	122	Bruce	1.35 "
12.53 "	130	Flambeau Falls	1.55 "
12.04 "	149	Hawkins	2.43 "
10.10 A M	171	Prentice	3.31 "
10.03 "	198	Bradley	4.45 "
9.47 "	204	Manson	5.02 "
9.15 "	217	Rhineland	5.35 "
8.48 "	224	Pennington	6.02 "
8.40 "	231	Gagen	6.10 "

\*Stop only on signal. †Dining Stations.

Passengers to and from St. Paul and Stillwater, will change cars at Bald Eagle Junction.

JNO. G. TAYLOR, Gen'l Pass & Tkt. Agt.	F. D. UNDERWOOD, General Manager
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Locomotive No. 20, a 4-4-0 American Type, is pictured heading east through Ladysmith with either No. 8 or No. 84. Note the roof and two chimneys of the Soo Line depot (built in 1904) above the coaches.

gage and express car, 100 box cars, 25 flat cars and 18 other cars (probably construction cars) in 1885, according to the 11th Census of the United States, Statistics on Transportation.

The railroad was completed to Rhinelander in 1886 and on Dec. 19, 1887, it reached Sault Ste. Marie. The line connecting Minneapolis and Turtle Lake was finished the same year. The first "through" train left Minneapolis on Jan. 5, 1888, bound for the East with 102 cars loaded with flour. Despite heavy snows in Wisconsin and Michigan, the trip was completed.

On June 11, 1888, the Minneapolis Sault Ste. Marie & Atlantic, the Minneapolis and Pacific, the Minneapolis and St. Croix and the Aberdeen Bismark and Northwestern merged to form the Minneapolis, St. Paul & Sault Ste. Marie Railway, the "Soo Line."

Residents boarding the train at Flambeau Falls could travel west to Minneapolis and beyond, or east to Sault Ste. Marie and onto Montreal via Canadian Pacific when the Soo Line began operation of trains No. 3 and 4 known as the "St. Paul & Minneapolis Express." The trains were renumbered 7 and 8 in 1893 and became known as the "Pacific Limited" and "Atlantic Limited," respectively. Sleepers on that train went through to Boston. The train was the first in the north to offer vestibuled coaches. The Soo Line established a tradition for "serving the best meals on wheels."

Although Flambeau Falls became known as "Corbett" when the post office was established here in 1887, the railroad continued to list the station as Flambeau Falls, according to a railroad timetable and a Wisconsin railroad map, both from 1887.

The railroad changed the name to Warner the following year, according to the "Railroad Map of Wisconsin" dated 1888. The names "Corbett" and even "Flambeau Falls, seem to have been used for some time after the station was renamed "Warner." No authoritative account has been found to explain the reason for the change. Warner probably was an official of the Soo Line or large stockholder in it. Another account holds that Warner was an official of another railroad, and the village was renamed in his honor so that that railroad would build here. A second railroad line built here, but that was years later when the city was named Ladysmith.

Flambeau Falls and Warner did not generate much freight

or passenger revenue for the railroad. The only real industry in the community until 1900 was logging and lumber. Lumber was sawed at Corbett's mill, and local contractors cut ties, which were piled along the right of way.

The original Soo Line depot caught fire in June of 1903 when a lighted cigar was dropped, but the flames were extinguished by those at the scene. The depot, built when Flambeau Falls was only a spot on the map of the railroad, was far too small to meet the needs of the growing village.

Work was started on a new depot in August 1904. Located east of the original station, the new depot was 24 by 88 feet and was the same style as the depot in Bruce — with a high, steeply-pitched roof. The east end of the new depot was only 10 feet from the west edge of the present First Street. After the new depot was completed, the old structure was dismantled and parts of it were used to build a "new" depot at Ingram.

Train service on the Minneapolis-Sault Ste. Marie line consisted of a limited each way, a local train each way, a regularly-scheduled freight each way and way freights as needed. In 1902, No. 7, the westbound limited passenger train, arrived in Ladysmith at 11:11 p.m. No. 8, eastbound, arrived at 4:47 p.m. Westbound No. 85 (the local) pulled into the depot at 11:18 a.m., while eastbound No. 84 got in at 3:22 p.m. The scheduled freights came in from the west at 8:15 a.m. and from the east at 3:22 p.m.

There apparently was no water tank on the east-west line in Ladysmith until after the Soo Line acquired the Wisconsin



## SOME THING TO GO BY

True Scenic Route to  
**the North Pacific Coast**

ONLY THROUGH  
CAR ROUTE

**TO MONTREAL BOSTON & THE EAST**

**DELIGHTFUL RAIL AND LAKE TRIPS**

**BEAUTIFUL MOUNTAIN TOURS**

**RATES ALWAYS THE LOWEST**







In 1904 the Soo Line built a new depot east of the first depot. It resembled the depot at Bruce. The high roof was later modified. The depot was moved in 1911 to its present location, where it serves as a freight house.

Central and built a large tank in the southwest quadrant of the crossing of the two lines. Soo Line locomotives, it appears, took on water at Bruce or Weyerhaeuser in those early years.

The original wooden trestle across the Flambeau River was replaced in the summer of 1907 by the present steel "open girder" bridge. The wooden bridge, built in 1885, was located at the bottom of two steep grades, making it difficult to control heavy trains. The problem was remedied by raising the new bridge by about six feet and laying new track on either side of it. The steel bridge, unlike its predecessor, had no superstructure above it. The 376-foot bridge was built on piers 23 feet high. Service was not interrupted during its construction.

The Soo Line Railroad was a major employer in Ladysmith. Even in 1933, during the height of the Depression, the railroad employed 36 men and paid out \$75,000 in wages to local workers. During better times, the railroad had employed over 50 at Ladysmith. "The Soo Line has been an important factor in the development of Ladysmith and will continue to play an important part in any prosperity this city is to enjoy," observed the "Ladysmith News." "As one of the Soo Line's key towns, this railroad has naturally taken a friendly interest in Ladysmith." Four of the six through limited passenger trains operated by the Soo Line in 1933 passed through Ladysmith.

In 1939 the Soo Line employed 41 at Ladysmith. They included: J.W. Griffin, agent; N.E. Reid, cashier; Harvey Brott, rate clerk; G.P. Zepp, operator; L.P. Sullivan, operator; Arthur Barfknecht, warehouse foreman; A.L. Hendricks, Clark C. Robinson and Clarence Aicher, warehousemen; Walter H. Ohlfs, caretaker; J.E. Tilbury, roundhouse foreman; W.C. Davis, engine watchman; Ellis Martin, coal dock man; W.M. Olds, roadmaster; J.W. Bishop, roadmaster; C.G. Christopherson, lineman; Henry Duca, pumpman; Elmer Austin, switch foreman; G.A. Hendrickson, switchman; Norman Kee, engineer; Al Follett, engineer; Thomas Gregor, fireman;

A.S. Phipps, fireman; J.W. Eubanks, conductor; John A. Turiff and Henry Waste, brakemen; Ernest Rogus, Cecil Blaisdell, H.A. Amlile and Otto Bishop, section foremen; Melvin Hocking, Harry Doud, Ivan Canfield, Arthur Nelson, Earl McIntyre, Fred Gustafson and Ed Blaisdell, sectionmen; and W.H. Johanas, Winthworth Butterfield, Ray Heald and Frank Inczauskas, crossing flagmen.

Trains Nos. 7 and 8 were collectively known as the "Atlantic Limited" after 1901. By the teens, there was no through service to Boston, and after 1930 sleeping cars no longer went to Montreal. The train lost its status as a "limited" by the 1940s, as the train made additional stops for mail.

In January of 1930 the schedule of Nos. 7 and 8 was changed. No. 7 arrived at 4:15 a.m. to coincide with northbound No. 17. Train No. 8 also was later, arriving in Ladysmith at 10:55 p.m.

Trains Nos. 84 and 85, the local trains, were one of the oldest passenger runs on the Soo Line, having operated between Minneapolis and Rhinelander since 1886 at practically the same schedule all those years. Effective Oct. 27, 1930, trains 84 and 85 ran only between Ladysmith and Minneapolis. Train No. 85 left Ladysmith at 8 a.m. and arrived at Minneapolis at 1:10 p.m. Train 84 left Minneapolis at 12:30 p.m. and arrived in Ladysmith at 6:30 p.m. The Soo Line expected to save \$22,000 by cutting out that portion of the run between Ladysmith and Rhinelander. Another change was made a month later. Effective Dec. 1, 1930, Nos. 84 and 85 no longer ran into Minneapolis. The trains operated only to Dresser, where Nos. 84 and 85 connected with the passenger train going from Duluth to Minneapolis (via Wisconsin). Under the new schedule, No. 85 left Ladysmith at 8:25 a.m. and No. 84 arrived in Ladysmith at 7:45 p.m.

Trains 84 and 85 steadily lost business after World War II, and were carrying only one rail post office-baggage-coach behind an aged pacific (4-6-2) by the early 1950s. The trains



## Wisconsin Central

operated daily except Sunday between Ladysmith and Dresser, with service to St. Croix Falls and Rice Lake. The train hauled less and less milk as trucks took over a greater share of the business. Passenger service also declined, and the run lost \$61,000 in 1953. The Public Service Commission approved an application by the Soo Line to discontinue the trains.

No. 85 pulled out of Ladysmith for the last time on July 5, 1954, with engineer Grant Avis of Ladysmith at the throttle of Pacific 2714. Paul Peterson of Superior was fireman. The one-coach train backed into Rice Lake (as was the custom) and 20 school children rode as far as Cameron. The train became No. 84 after leaving St. Croix Falls and returned to Ladysmith. The train crew received flowers at one station and ice cream and cake at Weyerhaeuser.

Nos. 7 and 8 remained in operation through the 1950s, and were pulled by steam locomotives as late as 1954. Diesels were first used on the run in the spring of 1950, when No. 7 was pulled by two F7s. By 1958 Nos. 7 and 8 were averaging only 12 passengers per train mile. Train No. 8 hauled the milk which formerly had been transported by No. 84. In May of 1959 the Soo Line asked that the trains be taken off. The Interstate Commerce Commission granted the request in January of 1960.

No. 8 left Minneapolis for the last time on March 4, 1960, behind GP9 No. 558. It passed through Ladysmith at 9:45 p.m. The same train, consisting of a railway post office, two express cars and a single coach, left Sault Ste. Marie on the afternoon of March 5 as No. 7. The Sault Ste. Marie Chamber of Commerce had put a wreath on the rear car which read "At rest." The era of passenger service on the "original" Soo Line came to a close in Ladysmith without fanfare as the marker lamps on the rear coach faded into the western darkness at about 3:30 a.m. on March 6.

A second railroad to serve this community was perhaps a dream from the very beginning. A north-south rail line would have provided access to Chippewa Falls, the county seat. But it was not until after Ladysmith boomed and became the county seat of Gates County that the dream seemed possible.

In 1902 the Eau Claire "Telegram" let it be known that the Eau Claire, Chippewa Falls & Northeastern would build 28 miles. The line was to pass through Jim Falls and Brunet Falls (Cornell). Surveyors were at work surveying the line northward "toward Ladysmith," according to an article in a Ladysmith newspaper.

The line, which became part of the "Omaha" road, built as far as Holcombe. In June of 1903 a joint committee from Ladysmith, Chippewa Falls and Eau Claire went to St. Paul to request extension of the line into Ladysmith.

James T. Clark, vice president of the railroad, heard arguments for the extension and received a report showing the volume of freight and passenger business at Ladysmith during the past six months. Freight tonnage during that period totaled 42 million pounds of which the larger portion represented products going out of Ladysmith. Passenger ticket sales at Ladysmith were \$12,000 annually. The committee was encouraged by the meeting, but no promises were made.

A July 11, 1903, newspaper reported that a survey crew for the Omaha Railroad was at work south of Ladysmith in the vicinity of Deer Tail Creek. "They started in at Holcombe, from which place the railroad extension will commence, and in a short time now will be in Ladysmith." Citizens of Ladysmith had deeded land for the right of way, said land valued at an estimated \$50,000. It was hoped the line would be built here by that fall.



The crew of No. 85 posed for this picture in front of the Ladysmith depot, possibly in 1930 when the Soo Line made Ladysmith the starting and termination points of Nos. 84 and 85. The train usually carried one reefer full of milk and cream, a railway post office car and one or two coaches. Locomotive No. 25 is a Class C-5 standard built by Baldwin in 1886.



The following week the paper reported that Omaha surveyors had reached Ladysmith and were laying out a right of way that passed through the western portion of the village. It was proposed to locate a depot west of the high school (West Side School).

It was also reported that week that a second railroad, believed to be the Chicago, Milwaukee & St. Paul Railway Co., was contemplating building to Ladysmith. An agent, identified as W.R. Gillis, was reportedly "working very quietly" in Ladysmith, but it was necessary for him to divulge his mission to a few, and some parties were advised to delay contemplated building operations pending action to secure a right of way. "It has been known for several years that the Milwaukee Road people desire a direct line from the head of the lakes (Superior) to Chicago," a local newspaper reported.

By August of 1903 bets of new \$10 bills were offered and taken that the Chicago, Milwaukee & St. Paul would build to Ladysmith before the Chicago, Minneapolis, St. Paul & Omaha did.

"Some parties here have 'positive assurances' that the 'Omaha' company have given up the idea of extending their road from Holcombe to Ladysmith because of the expense being so much more than calculated on."

"Others claimed to have it direct from the president of the Milwaukee road that if they build to Lake Superior at all it will be from Star Lake, which is near the end of their road in Vilas county and nearly a hundred miles northeast of Ladysmith."

"So it goes," reported the "Rusk County Journal." So it was with the talk and rumors but not the railroad construction.

A mass meeting of citizens was called in late September of 1903 to consider a proposition of a company for a railroad right of way through the village as pictured on a blueprint map posted at the town hall. The company, which did not reveal its identity, asked for a strip of land for a right of way extending southeasterly and northwesterly through the village, touching the east end of Corbett Lake and approaching the northeast corner of the (West Side) school grounds. They also asked for land running from that right of way to the Menasha Wooden Ware Company's yards.

The unidentified railroad proposed giving \$10,000 for the acquisition, but they wanted the citizens of Ladysmith to acquire title to the property and place the deeds in escrow. If

the property cost was more than \$10,000, the people of Ladysmith were to make up the difference.

The sentiment at the meeting was unanimous in favor of the proposition and nearly all citizens signed it. W.R. Gillis, who represented the railroad company at the meeting, said it would take 90 days to complete the survey. He said the railroad would have until March 1, 1904, to accept the proposition to purchase the right of way.

Ladysmith residents were still in the dark about this mysterious railroad company. Many believed it was the Milwaukee Road. Others suggested it was the Soo. Neither group was correct. In 1904 the mystery line was revealed to be the Owen & Northern. Even that revelation was misleading, for the line was in reality the Wisconsin Central.

Ladysmith, which for so long had sought a second rail line, was in 1905 in the envious position of catering to two lines — the Omaha and the Owen & Northern. The former, which scrapped plans to build to Ladysmith in 1903 because of a "financial flurry on Wall Street," again was talking about extending northward. An unidentified prominent real estate man from outside Gates County wagered \$200 to \$100 (two to one) that the Omaha line would be extended to Ladysmith before the Owen & Northern was completed between Owen and Ladysmith. The Jan. 28, 1905, article does not indicate whether he had any takers on the bet.

Meanwhile the contract for grading the first eight miles of the Owen & Northern south of Ladysmith was awarded. McIntosh and McIntosh, railroad contractors, were to build the line between Ladysmith and Owen. G.E. Newman received the contract for 50,000 ties to be used between Ladysmith and the Jump River. An estimated 150,000 ties would be necessary between Ladysmith and Owen.

The great challenge facing the railroad contractors was the bridge across the Flambeau River. Preliminary work began in February of 1905. Twelve cars of piling, ranging in length from 40 to 70 feet, arrived in March. The bridge contractor hoped to set up pile drivers on the ice of the Flambeau River and on Corbett Lake and drive piling during the winter.

Meanwhile, a steam shovel was brought in and a railroad construction camp was set up at Teresita, south of Ladysmith. Grading and filling work progressed slowly. In February of 1906 the connection was made with the Soo Line tracks here,



Construction crews were nearing completion of the Wisconsin Central Railway bridge across the Flambeau River in Ladysmith in the winter of 1906. The trestle was one of the longest on the line. This view looks north.





The Wisconsin Central depot was built at Ladysmith in 1906. The depot platform blocked Miner Avenue. The handsome brick structure was moved with horses in 1911 to its present location at the crossing of the two rail lines. Note the water tower and semaphore signal in the distance.

and rails were laid to the Flambeau River, where the three-span steel deck bridge was under construction. Each of the 150-foot-long steel truss spans was supported by concrete piers. Wis. Central locomotive No. 51 was assigned to the bridge construction crew. By late March, the crew was beginning work on the third span.

Meanwhile, the rail-laying crews had been progressing steadily northward toward Ladysmith. The construction train from the south reached the Flambeau River on the morning of March 19, 1906. Rails were laid to the unfinished Flambeau River bridge just before 10 a.m. that day. The last stringer of the Flambeau River bridge was completed on the night of March 24, enabling the construction train to cross. The tracks on the new line were uneven and could not be ballasted until spring, when the frost was out of the ground.

It is interesting to note that as late as March, lumberman John S. Owen of Eau Claire was endeavoring to persuade the Omaha Railroad to extend its line from Holcombe to Ladysmith and on up the Flambeau River. He talked to C.R. Smith, president of the Menasha Wooden Ware Co., and James L. Gates, the Milwaukee land dealer, about the proposition but failed to garner support for the extension.

Contractors hoped to finish the Owen & Northern by late that spring, but mother nature altered their timetable. The break-up of ice in the Jump River, together with the logs in the river, toppled the temporary supports for the railroad bridge at that point. The 125-foot iron span crashed into the river. Work was resumed, and by late April the first steel span over the Jump River had been completed.

A passenger train arrived in Ladysmith over the O.&N. on July 11, 1906. Aboard the two-coach consist were Wisconsin Central's gen. superintendent, chief engineer and division superintendent. They inspected a site for a proposed brick depot. By late July a wooden freight shed was being built

north of the Soo Line tracks and workers were constructing a turntable east of the Bell sawmill, which was located near the present Standard Oil bulk storage tanks. A small roundhouse also was planned.

The Soo Line — Wisconsin Central crossing was to be protected by a manned tower, located in the southwest quadrant of the crossing. The watchman in the two-story tower oversaw the operation of semaphore signals and was able to throw switches to control the movements of trains at the crossing. If it appeared that approaching trains would collide, he could throw a switch to ditch one of the trains. That, however, was unlikely, as the signals from the tower were visible for half a mile.

The first regularly-scheduled passenger train on the Owen & Northern (Wisconsin Central) left Ladysmith on the morning of Aug. 6, 1906. Many took advantage of excursion rates and boarded the three-coach train, which ran to Owen. The train departed Ladysmith at 8:40 a.m., arrived in Owen at 11:05 a.m. and then made the return trip. During August, the new line handled two million pounds of freight out of Ladysmith.

The Wisconsin Central announced that Ladysmith would have a brick depot, 26'2" by 69'2", to be located a half block north of the crossing of the Soo Line. The ladies' waiting room was on the south end of the building, and a gentlemen's smoking and toilet room was situated at the north end. In the center was a large reception room. The depot staff occupied the west center of the building, where a large bay window afforded a view of the north-south tracks. The depot platform blocked Miner Avenue, while Worden Avenue was a through street. The Wisconsin Central water tower was located in the next block north of the depot. The depot was constructed during the summer and fall of 1906.

Work on the Superior & Southeastern, which would con-





This view looking north in 1912 shows the former Wisconsin Central depot, right, and the old Soo Line depot, center, which served as passenger station and freight house, respectively. They were moved with horses to these locations in 1911. The signal tower at left protected the crossing of the two railroads. The Soo Line acquired the Wisconsin Central in 1909. The tower was razed and a two-spout water tank was built on the site.

nect Ladysmith and Superior, was commenced in the winter of 1906, when crews began clearing the right of way. H.C. Huebner, who had the contract for building the O.&N. out of Owen and Ladysmith, was chosen to complete the line. He moved his crew to Superior and started building the line south from that point. He advertised for 1,500 workers. A crew also worked out of Ladysmith, and by December of 1906 had finished grading the line as far as the Little Thornapple River. The roadbed had to cross many swamps, and contractors encountered several "sink holes" which required enormous volumes of fill. One of the worst of these was north of Ladysmith. As work on the roadbed continued, miles and miles of rail were delivered to Ladysmith and piled here until needed. The first rails were laid northward from Ladysmith in February of 1907, but completion of the line would take more than a year. Crews worked through the winter of 1907. Steel bridges had to be built across the Thornapple and Chippewa rivers. The Weirgor River was spanned in November of 1907, the same month that the Chippewa Valley & Northern Railroad was crossed, giving birth to the name of the village of Exeland. The railroad employed 110 men laying steel, and another 25 worked to complete the Chippewa River bridge.

The rails were laid from Ladysmith to Superior by the spring of 1908, and a special train was run over the new line on June 30. Aboard it were Wisconsin Central officials, including vice president H.C. Starr, passenger agent J.C. Pond and 50 agents from all over the country. They toured Ladysmith, stopping at the Menasha Wooden Ware and the paper mill, before boarding the train for Superior.

Regular train service between Superior and Owen didn't begin until January of 1909. The southbound train left Superior at 6:30 a.m., arriving at Owen in time to connect with the noon train for Chicago. The northbound train left Owen at 8:15 a.m. and arrived in Ladysmith at 9:45 a.m. and at Superior at 2 p.m. Through train service between Chicago and Duluth-Superior was begun in April of 1910.

In January of 1909 it was reported that control of the Wisconsin Central was to be transferred to the stockholders of the Canadian Pacific, which also had controlling interest in the Soo Line. The transfer occurred in April of that year. The former Wisconsin Central Line was now the Chicago Division of



the Soo Line. Although the Wisconsin Central herald was abolished after that year, the line retained operational identity until 1961, when the Minneapolis, St. Paul & Sault Ste. Marie, the Duluth South Shore & Atlantic and the Wisconsin Central merged to form the Soo Line Railroad Co.

Ladysmith was made a division point on the Soo's Chicago Division in 1910 and an engine house was built here. The Soo Line and Wisconsin Central depots apparently were both staffed for a time. In 1911, the Soo Line arranged to move both depots closer to the crossing. The Wisconsin Central depot was jacked up, moved by horses a half block south and set on an angle at the crossing. The Soo Line depot was moved with horses from its location (near the present city parking lot on Worden Avenue) to a site north of the former Wisconsin Central depot. The high-pitched roof on a portion of the Soo depot was altered to its present state shortly before or after the depot was moved. The Soo depot became a freight house and is still used as such. It was moved a few feet south to its present location in the 1920s to make room for a spur. The tile roof of the former Wisconsin Central depot had to be repaired after the attic of the depot burned in January of 1913.

The Soo Line inaugurated the Twin Ports Express on its Chicago Division in October of 1910. There was a large assemblage of Ladysmith citizens at the depot to see "the finest train in the northwest."

The train consisted of two day coaches, two sleepers a



library-observation car, diner, mail and baggage cars. It was lighted by electricity and all cars were vestibuled.

"This innovation makes Ladysmith just about the best town in Northern Wisconsin to get in and out of, besides giving our residents almost perfect service in going either to Chicago or Duluth," said the "Journal."

Ladysmith passengers could board the train at 5:15 a.m. and arrive at Duluth at 9 a.m. The Chicago-bound train left Duluth at 7 p.m. and arrived in Ladysmith at 10:40 p.m.

Passengers heading for Chicago could spend the night in a sleeper and arrive in the windy city at 9 a.m. The train left Chicago at 7 p.m. and arrived in Ladysmith at 5:15 a.m.

The train averaged 38 miles per hour and operated at a maximum speed of 50 mph in 1910. "This shows that the roadbed and steel excels other roads in the state, who hold their speed limit to 40 mph," observed the "Rusk County Journal."

The train was nicknamed "The Velvet Special." All-steel cars were added in the fall of 1911, affording more protection and a better ride than the wooden cars.

The new steel cars were well appointed. "Woodwork on the interior of the new cars is a dream of artistic perfection. The smoking rooms in the sleepers, for instance, are done in Peruvian mahogany, the state rooms in tiger wood and the body of the car proper in Cuban mahogany," wrote the "Journal."

"The day coaches are done in quarter-sawed oak and are the most beautiful cars that ever went through Ladysmith, and have a seating capacity of seventy-six people," added the "Journal."

The Soo Line was spending \$550,000 for the improvements. Those cars served their purpose for over 50 years.

Rail passenger service to Ladysmith came to an inglorious end on Jan. 15-16 of 1965 when the trains called "The Laker"

were discontinued. The Soo Line had been losing money operating the trains for several years. The one-way trip from Ladysmith to Chicago was 11 hours — more than an hour longer than when the "Velvet Special" began operation in 1910. The last northbound train, which was then known as No. 3 (instead of No. 17) arrived in Ladysmith on Friday, Jan. 15, sometime after 9 a.m., a full three hours late. It pulled out of Ladysmith with 14 passengers aboard and arrived in Superior at noon. No. 4 (formerly No. 18) made the return trip later that day with 21 aboard. A crowd was on hand at Ladysmith when the Laker arrived at 9:05 p.m. Its departure marked not only the termination of passenger service but the end of an era.

## Old Smoky

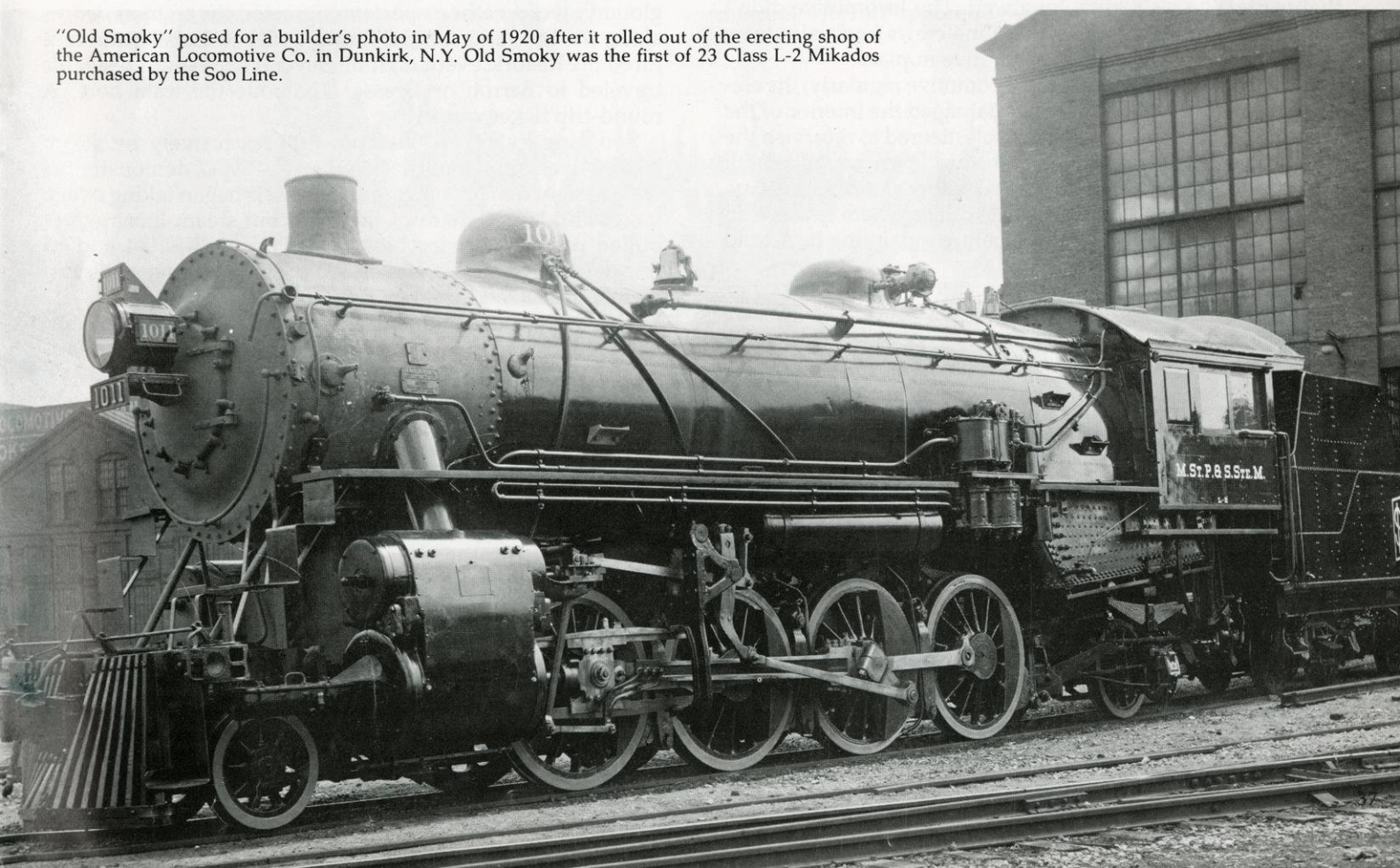
Although steam power on the Soo Line ended in about 1955, locomotive No. 1011 at Ladysmith serves as a permanent reminder of that glorious age.

The locomotive was a gift to the City of Ladysmith from the Soo Line Railroad. But credit also must go to people like Bob Inabnit and Ladysmith school children who worked to make "Old Smoky" a reality.

The Soo Line Railroad announced in September of 1959 that it planned to dispose of its remaining steam locomotives by giving them to communities that wanted them. The railroad stipulated that the locomotives must be owned by the city, be prominently displayed inside a climb-proof fence and be maintained. The Soo Line would provide the tracks, ties and a foundation for the locomotive.

Inabnit explained the situation to the city council and got a favorable response, although councilmen said they did not

"Old Smoky" posed for a builder's photo in May of 1920 after it rolled out of the erecting shop of the American Locomotive Co. in Dunkirk, N.Y. Old Smoky was the first of 23 Class L-2 Mikados purchased by the Soo Line.





know where the money would come from (and did not contribute a dime of city money toward the project). At its next meeting, the council agreed to accept a locomotive, and a fund drive was started to raise the \$300 necessary to move it here and put it on display.

By November, more than \$200 had been contributed. Ladysmith school children pledged to raise the rest of the money. A site east of the old West Side school grounds was chosen, and grading work was begun.

The locomotive donated was No. 1011, a 2-8-2 "Mikado" built in May of 1920 by the American Locomotive Co. at the former Brooks Locomotive plant in Dunkirk, N.Y. It was the first of 23 Class L-2 Mikados of that design used in heavy freight service on all divisions of the Soo Line. The railroad reportedly was the first in this country to accept the Mikados, so named because they were first built for Japan. "Mikes," as they were commonly called, began pulling heavy freights through Ladysmith in 1930.

The four pairs of 63-inch driving wheels on the locomotive were powered by 170 psi of steam pressure. The locomotive developed tractive effort of 53,940 pounds. The combined weight of the engine and tender (empty) was 493,100 pounds. The tender held 10,000 gallons of water and 17.5 tons of coal. The locomotive was hand-fired until November of 1939, when a stoker was installed (and coal was carried into the firebox on a conveyor). The locomotive was removed from service on Jan. 18, 1955, as it pulled into Minneapolis with train No. 78. The locomotive had traveled 1,496,191 miles, according to a 1959 newspaper article.

Ladysmith Elementary students, who collected pennies that they donated for the locomotive display, were given the privilege of naming it. They chose the name "Old Smoky" in voting at the school. The name garnering the second highest vote total was "Old King Coal." A county crew leveled the site in December as the locomotive was expected to be here that winter. It was a long, long wait. The locomotive didn't arrive until August of 1961. Soo Line crews and volunteers worked two days to get the locomotive in place.

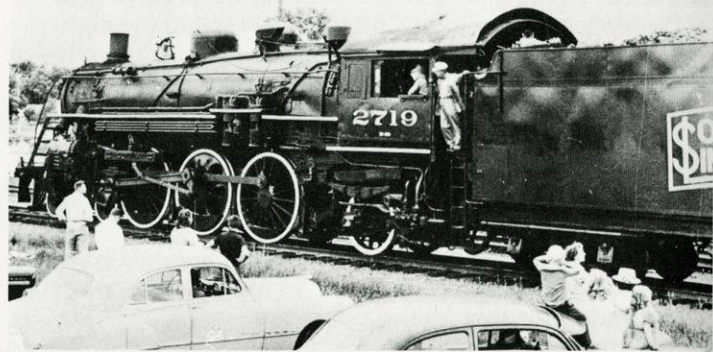
Although the city painted the locomotive regularly, the elements took their toll and vandals damaged the interior of the cab. Retired Soo Line employees volunteered to refurbish the locomotive in 1982 and asked that a protective cover be built over it. The volunteers, who had support from the city, replaced sections of metal over the boiler where it was thin and sandblasted the locomotive before repainting it. A fund



The depot — once a place to say hello or goodbye or to have your picture taken.

drive was conducted to raise money for the shelter, which was erected that summer.

Old Smoky remains one of the best preserved Soo Line steam locomotives in the state.



Pacific No. 2719 was the center of attention as it pulled the last steam-powered excursion train into Ladysmith in 1959. The locomotive, photographed by John Gehler, is displayed at Eau Claire.

## Last Steam Run

The last official operation of steam power on the Soo Line occurred on June 21, 1959, when Pacific No. 2719 pulled an excursion train from Minneapolis to Ladysmith and back.

The Class H-23 heavy Pacific, built by American Locomotive Co. at Schenectady in 1923, was brought out of semi-retirement for the trip, sponsored by the Minnesota Rail Fans Assn. in cooperation with the Soo Line Railroad. In spite of gloomy, wet weather, spectators greeted the train at depots along the line, and camera shutters clicked as rail buffs captured the historic event on film. Several Ladysmith residents traveled to Barron or Dresser and rode the train here. A round-trip ticket was \$10.

Soo Line "varnish" was powered exclusively by steam locomotives until about 1950 when EMD F-7 demonstrators were assigned to passenger runs. Diesels began taking over a larger and larger share of the load, but steam locomotives pulled passenger trains Nos. 7 and 8 and Nos. 84 and 85 through Ladysmith as late as 1954. The Soo Line was completely dieselized by about 1955.

The Minnesota Railfans Assn. made periodic steam-powered excursion runs after that date, but the Soo Line ended that practice in 1959 with the last steam run. No. 2719, which is now on display at Carson Park in Eau Claire, barely made it back to Minneapolis. It was "leaking like a sieve," according to one observer.

Those making the trip from Minnesota laid over three hours at Ladysmith. They toured Peavy Paper Mills and were treated to a dinner served by women of St. John's Lutheran Church, Hope Lutheran Church and Our Lady of Sorrows. Those not making the trip congregated around the train in the Ladysmith yards.

The sight, smell and sound of steam power were experienced for the last time in Ladysmith that afternoon as the engineer opened the throttle and 200 psi of steam pressure on the pistons set the driving rods of No. 2719 in motion as smoke and steam billowed out of her stack. The mournful sound of a steam whistle on a Soo Line locomotive was heard for the last time as the train faded from view.



# MILLS

## Corbett Sawmill

Robert Corbett's sawmill was not only the first industry in what is now Ladysmith, it was probably the only industry (other than logging) for the first dozen years of the community's existence.

A sergeant in the Civil War, Corbett returned to northwestern Wisconsin in 1865 and learned the logging and lumber business. He operated sawmills at Clayton, Comstock and Shell Lake, and made his home at Cumberland for many years.

Soon after the Minneapolis, Sault Ste. Marie & Atlantic (Soo Line) was built east from Bruce to Main Creek, Corbett moved his mill to the newly-platted settlement of Flambeau Falls. The "Chippewa Times" reported on Feb. 18, 1886, that, "The Corbett sawmill at Shell Lake is being moved to Flambeau on the line of the Soo Road."

Corbett's first sawmill was located on the north shore of Corbett Lake. A rail spur ran to the mill, according to a map in the 1888 platbook of Chippewa County, and Corbett probably shipped most of his lumber by rail. There were very few inhabitants at Flambeau Falls during those early years, and Corbett would not have been able to make a living sawing lumber for the few residents in the immediate area. Lumber sawed at the mill, however, was used to build some of the first residences and business buildings in the community.

Corbett's first mill burned soon after it was constructed, according to several accounts, but Corbett rebuilt it. Both the sawmill and planing mill were operated by steam. In later years there is a reference to the boiler at the mill exploding. The mill operated from late spring through early fall. During the late fall and winter, Corbett was engaged in logging.

Corbett built a boarding house for his mill hands. It was located on the site where the Rusk County Training School was later constructed. The census of 1900 indicates that head sawyer, Frank Rogers, resided there with his family and with seven boarders.

There are few references to the operation of the mill. In 1895, Corbett's mill started sawing on May 1 and finished the season's cut of about one million feet of pine on July 9. On Sept. 13 of that year he commenced planing. Lumber prices had dropped by 1897, and Corbett's cut was less than usual. He shut down his sawmill in June of that year. Logs apparently were hauled by team onto the ice of Corbett Lake and then sawed in the spring.

Corbett's mill burned sometime in 1898. Del H. Richards, who came to Warner in 1899 with the idea of starting a newspaper, later recalled that the local economy was depressed because the sawmill had burned. The Warner correspondent for the Apollonia newspaper reported in December 1898 that a new sawmill was to be built at Warner within the next three months. The mill apparently was built but not by Corbett. An



From 1901 to 1909 Robert Corbett operated this sawmill on the north bank of the Flambeau River just east of the old cemetery. The mill and adjacent property were sold to the Flambeau River Lumber Co. in 1909. The bridge pictured was built in 1898. The drawing is by Judy Hankes.



article in May of 1900 noted that the stock of lumber in town had been wanting ever since the destruction of Corbett's mill "a few years ago."

The June 2, 1900, issue of the Warner "Weekly Journal" reported that Rogers and Clark had sold their sawmill to R. Corbett. The article went on to report that (Frank) Rogers would remain as head sawyer and would continue as proprietor of the boarding house. The Rogers and Clark mill, it is believed, was located on the north bank of the Flambeau River east of the old ("Corbett") bridge. A 1901 map identifies a mill at that location as "Corbett's Mill." The mill was near the present site of the Tom Hutnik home.

In August of 1900 Corbett went to Lehigh to make arrangements to move a planer and resaw to his mill at Ladysmith. That was soon after Corbett's mill had finished cutting logs for Osborne and Clark. The Corbett mill had competition that year when Milo O. Bell of Lincoln, Ind., set up a sawmill in the vicinity of the present Standard Oil Co. tanks, between Miner and Worden Avenues and east of W. Fifth Street.

Corbett's mill employed an average of 25 men and had a capacity of 25,000 feet, according to a 1902 publication. The mill manufactured pine and hardwood lumber and lath and did planing. The veteran mill man made one mistake in October of 1903 which cost him two toes. When he attempted to kick something away from a resaw his foot struck the blade. In January of 1904, articles of incorporation for the Robert Corbett Lumber Co. were filed with the state. The company continued the lumber and milling business in Ladysmith which formerly had been done under the name of "R. Corbett." Incorporators of the mill were Robert Corbett and his sons, William and John.

In July of 1909 Corbett closed a deal with E.K. Hughey of Belleville, Iowa, for the sale of his mill. Hughey was a member of the firm of Hughey and Mitchell of Ladysmith. The takeover was to be effective after Corbett finished his cut. An option was also secured for the land adjoining Corbett's mill.

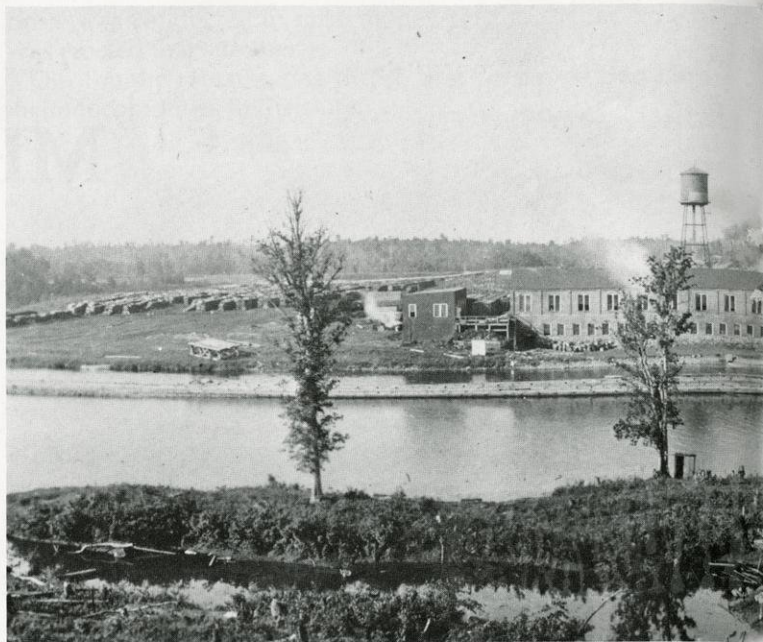
The purchase led to the incorporation of the Flambeau River Lumber Co. in November of 1909. Corbett's mill was used for two seasons until the new Flambeau River Lumber Co. mill was completed. An article in the April 1, 1911, issue of the "Rusk County Journal," reported that "one of the oldest landmarks of Ladysmith will pass out of existence. When the Journal gets to its readers this week, the old Corbett mill, one of the oldest landmarks in this city, will have sawed its last log. The passing of the Robt. Corbett sawmill will cause many old timers to ponder on bygone days, when it was the only mill in a large territory tributary to Ladysmith, when everyone one knew everyone else, and the genial Bob was in his glory sawing out the makings for the foundation of our city."

The Flambeau River Lumber Co. commenced operations in its new mill in May of 1911. One of the most modern in northern Wisconsin, the mill opened a new chapter in the history of Ladysmith. The old Corbett mill was torn down, and shortly thereafter Robert Corbett died, closing the book on pioneer eras.

## Menasha Wooden Ware

You won't find the Menasha Wooden Ware listed in the Ladysmith telephone directory.

Nor will you find any of the original mill buildings (The remains of the dry kilns near the present Conwed factory were razed in the early 1970s and part of the original mill



This panoramic view shows the Menasha Paper Co. at left and the

building was consumed when the Swanke Lumber Co. Mill burned in November of 1976.

The firm was last evident in this community from 1938-42, when it manufactured juvenile furniture in the former Ladysmith Furniture Co. plant.

The Menasha Wooden Ware may be gone, but it cannot be forgotten. Consider the following:

- The city was named for the bride of C.R. Smith, president of the Menasha Wooden Ware Co.
- Three of Ladysmith's parks — Memorial, Greenwood and Riverside — were deeded to the city by the MWW.
- The main business streets of the downtown — Worden, Miner and Lake — are named for MWW officials Charles Worden (father of E.M.), head cruiser; Willis H. Miner, a president; and W.D. Lake, also a president.
- The MWW Co. built the dam in Ladysmith and platted several additions to the city.
- It's local plant manager, R.S. Johnson, served as Ladysmith's first mayor.
- And above all, the mill attracted the settlers that enabled Ladysmith to boom and become the county seat of the newly-created Gates County.

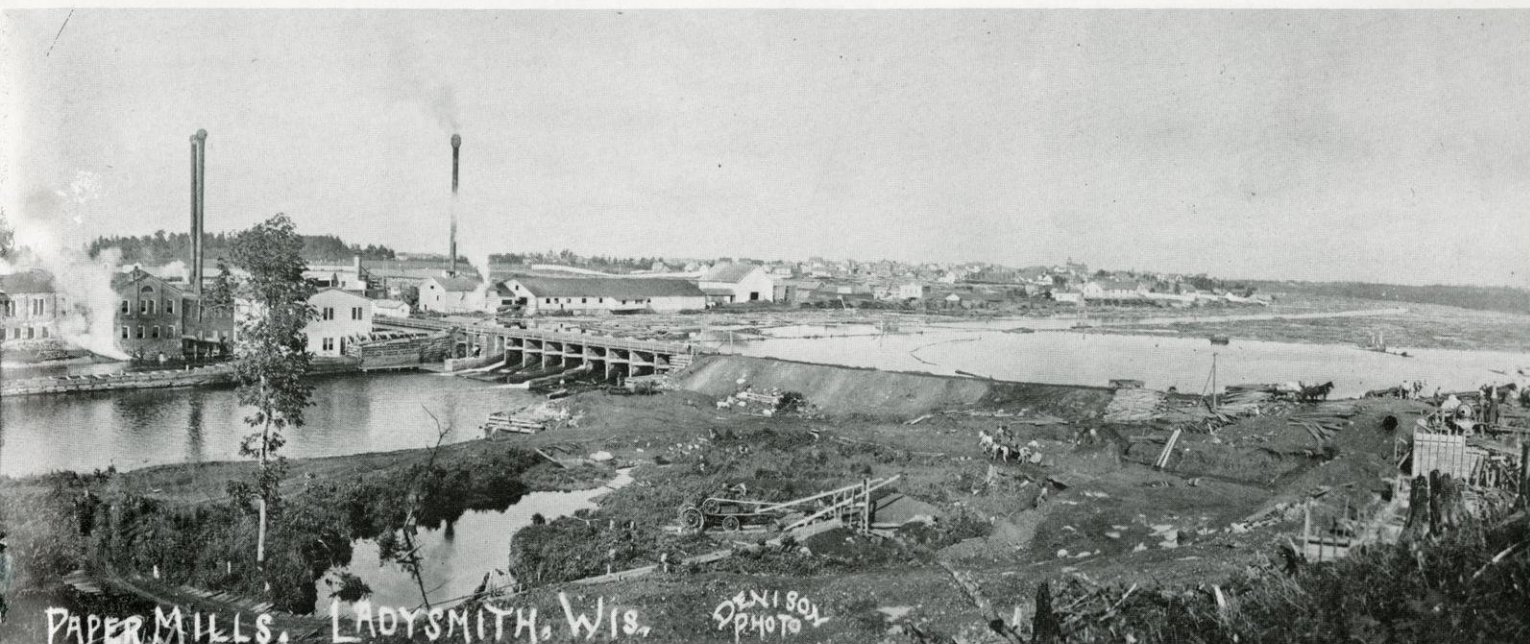
That's quite a contribution for a firm that most older city residents have forgotten about and younger people have probably never heard of.

The first hint that a plant might be located here came in the Aug. 5, 1898, issue of the Apollonia "Weekly Budget" when it was reported, "It is said that Warner is to be classed among the manufacturing towns in the state in the near future."

Six months later (on March 17, 1899) the newspaper reported: "The people of Warner are expecting the Menasha Wooden Ware Co. to build an extensive plant in their village this season, which will give employment to a large force of men and give the town an additional boom."

Later that month two men in the employ of the MWW made a measurement of the rapids (Crooked Rapids in Ladysmith) to determine the fall of water at the mill site (it was about six feet). The company also had two cruisers looking over the timber in the territory around Ladysmith. In May of





Menasha Wooden Ware Co. mill at right. Note the piles of lumber and logs. Work was starting on the sulphite mill at right when this picture was taken.

1899 it was reported that the MWW had secured a charter to build a dam across the Flambeau River at Warner.

If the paper's Ingram correspondent was correct, the company may have alternatively looked at locating its plant at Cedar Rapids. The paper reported that surveyors were laying out a new railroad that would run from Ingram to Cedar Rapids, and that the MWW was planning to locate at the latter if the line were built. It is doubtful this was the company's intentions.

There was no news about the Wooden Ware Co. until October of 1899 when it was reported that Robert Corbett sold 160 acres of land to the MWW. "They are buying all the land and timber they can get hold of here, so we are satisfied they intend to move in here within a year or two," observed the correspondent for the "Weekly Budget."

In mid-December officials of the MWW visited Warner and indicated they "would certainly build a dam across the Flambeau River at this place next summer."

"They have now got possession of about all the timberland that they want on this river and have so much of it that they will be compelled to put in factories at this place to work up the timber," observed a writer for the newspaper.

Warner residents had reason to be optimistic. The possibility of attracting a paper mill in addition to the wooden ware plant came to light in May of 1900 when George Whiting of the Whiting Paper and Pulp Co. of Stevens Point looked over the water power at the wooden ware factory site in Warner. The correspondent reported that efforts may be made to allow the paper mill to share the water power with the MWW.

Whiting and Charles R. Smith, president of the MWW Co., visited Ladysmith (the name was changed on July 1, 1900) on July 21 and found things to their liking. A paper and pulp mill later would locate in Ladysmith, but it was the Menasha Paper Co., not the Whiting Paper Co., which came here.

In August, L.J. Nobel, Supt. of the MWW, and a man named Danielson, a dam builder from Neenah, inspected the site where the MWW was to build its dam. Many cords of rock were hauled from the LaBerge farm to the river bank.

On Sept. 1 the MWW purchased 29 additional acres from

R. Corbett and bought three lots in the townsite on which his hotel barn and sheds were located. The buildings were torn down (much to the delight of residents as they were something of an eyesore).

The Sept. 22 issue of the "Weekly Journal" reported that the Menasha Wooden Ware Co. was ready to commence building operations at their factory site here. R.S. Johnson of Appleton and a crew of men arrived to begin the work. A large boarding house, 20 by 64 feet, and a blacksmith shop were to be built at once.

The boarding house was to be two stories high with sleeping apartments for 30-40 men on the second floor. Several lots on the north side of River Street (the present Lake Avenue) were being sold to men employed at the factory.

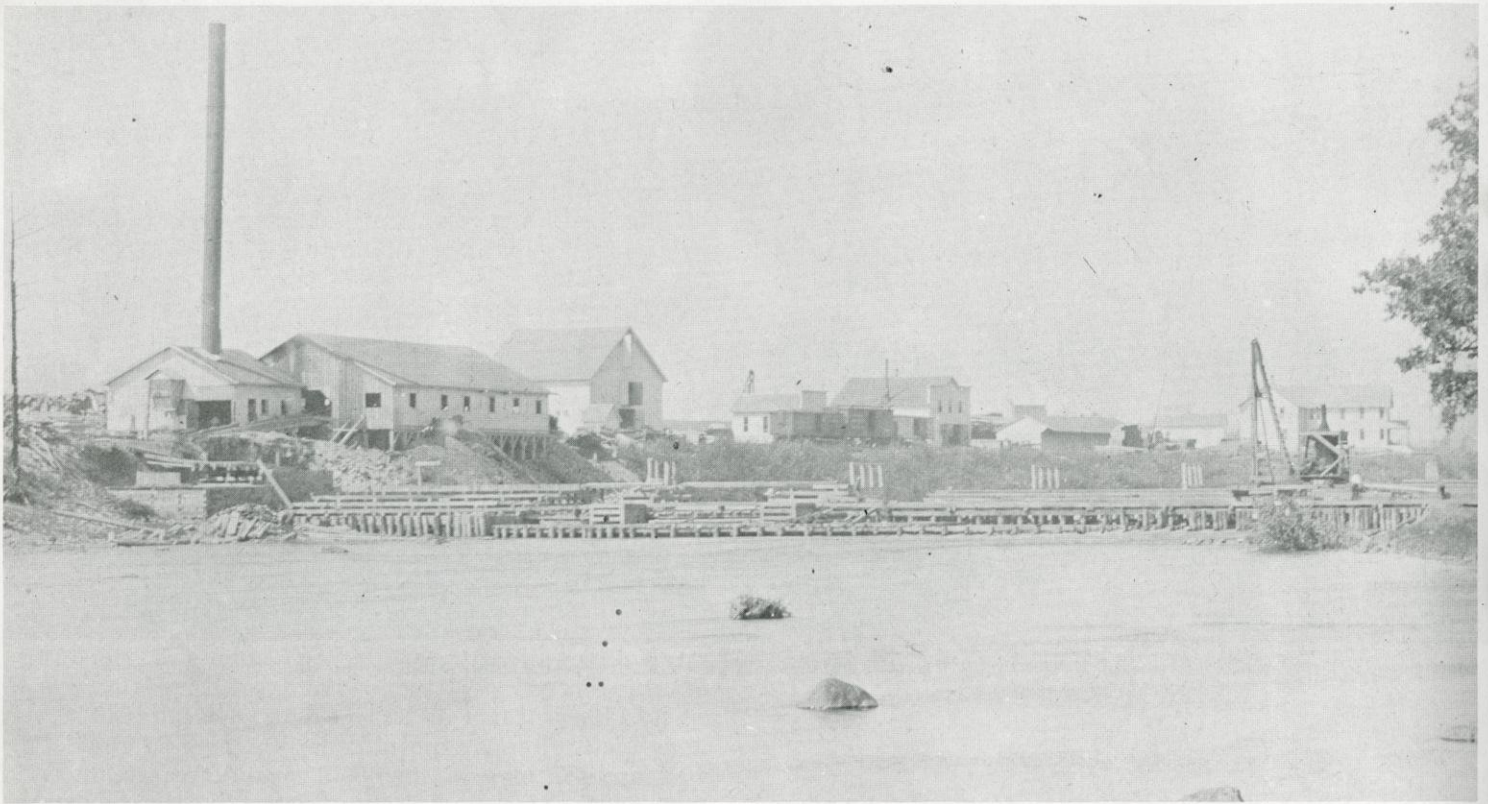
In early October of 1900 a crew of men with teams and scrapers were at work excavating the foundation of the MWW factory. Another crew was laboring on the foundation for the boarding house. The blacksmith shop was located east of the boarding house.

The Dec. 1, 1900 issue of the "Weekly Journal" reported



The so-called "falls" on the Flambeau River at Ladysmith are pictured in this photo by E.M. Worden. Work was beginning on the dam in 1901. Early lumberjacks knew the falls as "Crooked Rapids."





The Menasha Wooden Ware Co. plant is pictured when the dam was being built in 1901. The boiler and sawmill are shown at left. The two-story boarding house is at far right. Other mill buildings include a blacksmith shop, a barn and an office.

that the steam engine and boilers for the MWW plant had been placed in position.

By Dec. 22 final preparations were being made to raise the giant smokestack at the mill. Only part of the cutting machinery was to be operational at the end of the year, it was reported. The mill, boarding house, blacksmith shop, barn and even the lumber sheds were nicely painted. A veranda was built on the front of the boarding house.

Jan. 1, 1901, was an historic day in Ladysmith. The first stave ever cut in Ladysmith was sawed at the Wooden Ware Co.'s new plant. The stave was the first of millions of barrel and pail staves that would be cut at the wooden ware plant. "This will mark an industrial epoch in Ladysmith and will no doubt be the principal industry of the place for some years," observed the "Journal."

In time the mill went into full production, manufacturing

staves, heading and lumber. Machinery for the latter was the last to be installed.

Bolts were already coming into the mill yard, and by the end of the year it was expected that in the neighborhood of 10 million feet of lumber would pass through the yards. Two thousand feet of sheds were built to shelter the staves and heading.

In preparation for the spring log drive, the MWW sank two rows of piling into the river above the factory for booms to hold the logs. The pile driver was supported on the ice when work began in late January of 1901.

The Menasha Wooden Ware plant lived up to its expectations and then some. In March it was apparent that the mill was too small and authority was given to expand it. By April of 1901, the company had enlarged its mill by one third and it was still too small. Forty feet were added to the length to



The log drive had reached Ladysmith, and the wanigan was tied to the west bank of the Flambeau River. The cooks were preparing a meal for the drivers who were in the tent at right. The photo is not dated.



This picture is thought to show a group of river pigs.



make room for a trimmer.

The mill was producing staves and heading. "Already acres of ground are covered with it," reported the "Journal." Lumber production was to begin by the end of April. The first carload of staves shipped from the MWW Co. mill left Ladysmith in May of 1901.

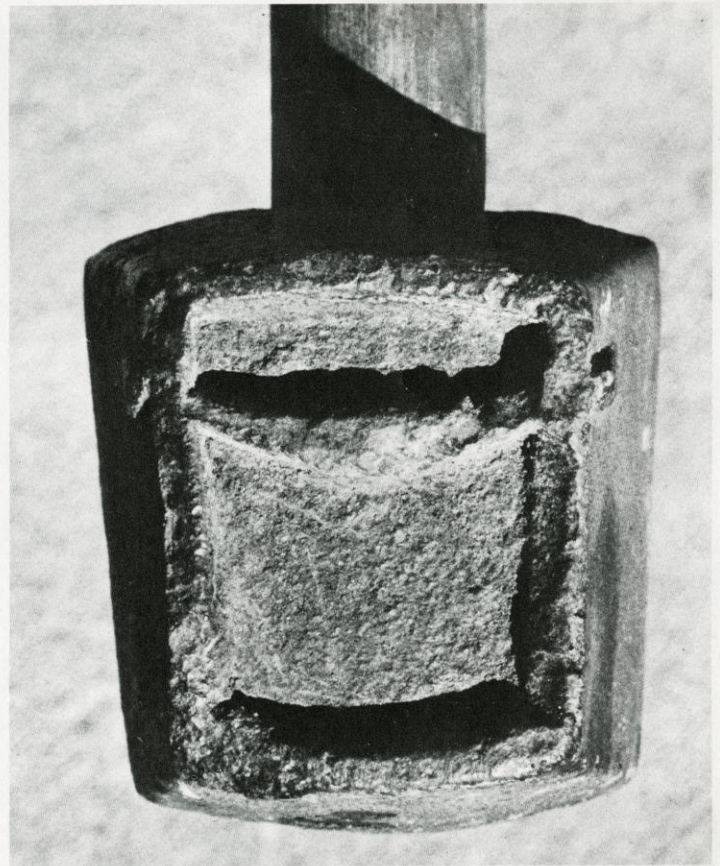
In May it was announced that work on the MWW dam would begin soon. The Legislature had granted the MWW authority to build two dams — one in the village and one in Section 30 of Tn. 35 N, R 5 W. The lower dam was to be put in first. (The upper dam would not be put in until 1950 by the Dairyland Power Cooperative.)

It was estimated that 100 to 200 men would have to work at least four months to build the wooden and earthen dam. The object of the dam was to "improve the navigation in the Flambeau River and facilitate the running and sorting of logs, timbers and other floatages and to create hydraulic power," reported the "Journal." There had been rumors for a year that a pulp and paper mill would be located in Ladysmith if a dam were built.

Work on the dam, proper, started in June of 1901. Contractors had until October to complete it. Work was started on the southwest side of the river with a small crew and a pile driver. A public road was to pass over the dam.

In June of 1901 it was announced that the plant would be extended by another 40 or 50 feet. The Menasha Wooden Ware was the first user of electricity in the village. In September of 1901 a 25 hp motor was being installed to run a dynamo for producing electricity for the stave and sawmills. Crews up river, meanwhile, had cut 2.5 million feet of logs. They were stamped with the MWW's "Butter tub" stamp.

Work on the dam, however, was progressing slowly. That



The Menasha Wooden Ware Co. marked its logs with this "butter tub" log stamping hammer.



This Tiffany Studio photo is thought to show the log jam on the Flambeau River at Little Falls in late April of 1906. An estimated 1.5 million feet of logs were hung up in the center jam at the rock in the middle of the falls. The logs belonged to the Menasha Wooden Ware Co. With assistance from the Daniel Shaw Lumber Co. crew, the jam was broken on April 30 using large quantities of dynamite. There also was a log jam at the MWW Co. piers in Ladysmith that spring.





Employees of the Menasha Wooden Ware Co. enjoy their day off passing time on the steps of the company's boarding house, located west of the mill. The women at upper right probably cooked for the men.

news was overshadowed by the revelation that the Menasha Paper Co. would locate a pulp mill south of the dam once it was finished.

The Ladysmith plant manufactured staves and heading for the big plant in Menasha, which employed well over 1,000 people. The MWW claimed to be the largest wooden ware company in the world. Its product line included wooden butter-tubs, pails and staves for barrels.

The Menasha Wooden Ware was a boon to Ladysmith. From 136 people in March of 1900, Ladysmith grew to 474 residents in March of 1901 and nearly 1,000 before year's end. By 1905 the population had swelled to almost 1,700.

Portions of MWW's Ladysmith plant burned in the early 1900s and again in 1913 or 1914, but they were rebuilt, and the mill continued in operation. The MWW bought extensive tracts of land, cut the timber and floated the logs to Ladysmith on the spring drive. In 1905, MWW had 11 million feet on its drive. The logs were held in booms until they were sawed in the mill.

The MWW plant was a vital force in the community into the 1920s. But when metal containers replaced the old wooden tubs and pails, there was no longer a demand for staves. The mill closed in about 1925.

Although the Menasha Wooden Ware Co. left town, portions of the mill buildings continued to be used, most recently by the Boss Lumber Co. and the Swanke Lumber Co. The last building was destroyed by the Swanke Lumber Co. mill fire

in the late 1970s.

The Menasha Wooden Ware Co. returned to Ladysmith in 1938 to manufacture juvenile furniture in the vacant Ladysmith Furniture Co. building. Manufacturing continued here until 1942.

Even though it is no longer here, the Menasha Wooden Ware cannot and should not be forgotten.



This photo shows the Menasha Wooden Ware Co. plant burning. The Plant burned in about 1904 and again after 1910. It was rebuilt both times.





# Fountain-Campbell Lumber Company

MANUFACTURERS AND WHOLESALERS  
HARDWOOD, HEMLOCK AND PINE

LADYSMITH, Wis.

W. J. CAMPBELL, Presr. Oshkosh, Wis.  
WALTER ALEXANDER, V. Presr. Wausau, Wis.  
FRANK FOUNTAIN, Secy & Treas.

## Fountain-Campbell/Bissell

The Fountain-Campbell Lumber Co./Bissell Lumber Co. mill was the last of the large sawmills built in Ladysmith and the only one that relied on railroads to transport logs to its mill, even though it was located on the bank of the Flambeau River east of the present E. Fifth Street.

In May of 1916 the Fountain-Campbell Lumber Co. of Donald announced it would move to Ladysmith. The mill had been operating at Donald for a number of years, but timber resources in the area had been exhausted and a move was necessary. Fountain-Campbell planned to employ 100 to 200 men 11 months per year. Mill hands came to Ladysmith that month to begin clearing a site for the mill on the west bank of the Flambeau, just east of Jacob's planing mill.

By July of that year a large force of men was at work constructing the mill. The foundation was completed and the job of erecting the mill was begun. Logs were to be taken into the mill on a slide from a hot pond, which was 7 feet deep and 32 by 140 feet. A railroad track was built alongside the hot pond.

The main sawmill, which was of frame construction, was 32 feet by 141 feet with a filing room overhead. A building 24 feet by 60 feet housed the machine shop and blacksmith shop. It was built of galvanized iron. The combined boiler and engine room, located on the west side of the mill, was constructed of solid brick with steel trusses. It was 32 by 69 feet. The lumber sorting transfer was 100 feet long.

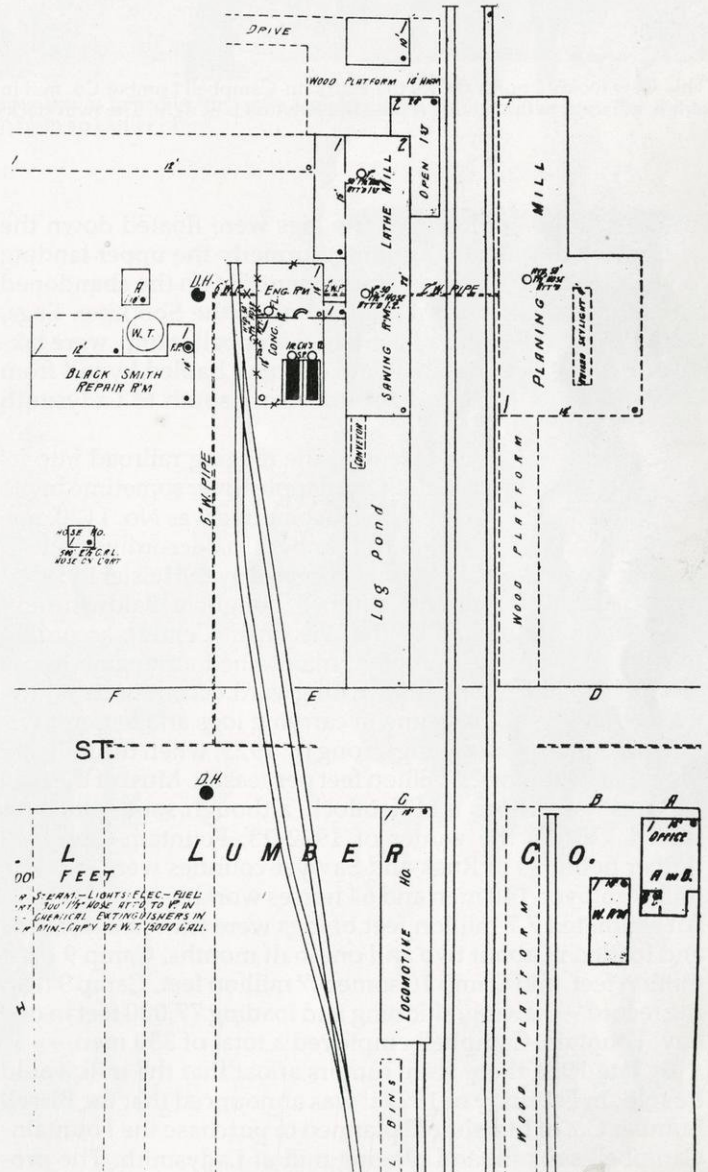
Lumber sawn in the mill was to be automatically piled and dropped into carts, which were then taken into the yards. Everything about the mill was to be of the most modern construction, reported the Ladysmith "News-Budget." Fountain-Campbell did logging that winter on the Indian Reservation at Couderay and in Oneida County.

The Fountain-Campbell mill began sawing lumber on the afternoon of Feb. 2, 1917, using a steam-powered single-cut band saw with a resaw. At the sound of the saw, the "Ladysmith News-Budget" observed: "The hum of one more industry is added to the music of Ladysmith's industrial concert." A crew of 50 men was employed when the mill started up, and the work force grew as the mill expanded its logging operations. It ran night and day beginning in February of 1917. President of the company was Frank Fountain, who moved from Appleton to Ladysmith.

The company hauled timber to the mill via its own logging railroad. The locomotives and cars traveled over a private spur from the mill to the Soo Line, making the connection just west of the present Jump River Electric Co-op. The logging train traveled about six miles north on the Soo Line before branching off onto the logging railroad at Crane. The logging

railroad was purchased from the Puffer-Hubbard Co. in 1916. The line had been surveyed in June of 1909 and built that summer by the Crane interests of Stanley. In either 1910 or 1911 the line was acquired by the Puffer-Hubbard Co. of Minneapolis, which established a sawmill at Crane.

Some of the first logs sawed at the mill came from the site



This drawing shows the Fountain-Campbell Lumber Co. mill in Ladysmith in 1925. The logging spur ran into the mill from the west. North is at left in this drawing.





This view looking north shows the Fountain-Campbell Lumber Co. mill in Ladysmith, located near the present home of Mrs. Robert Goffin. The hot pond is at left, adjacent to the sawing room. The lath mill is at right. The twin stacks are for two boilers housed in a separate building to the north.

of the Chippewa Flowage. The logs were floated down the Chippewa to Russell's Landing, formerly the upper landing of the C.R. & M. Railway. Tracks were laid on the abandoned C.R. & M. roadbed from the landing to the Soo Line. Logs, which reportedly bore a Fountain-Campbell stamp, were taken out of the river, loaded onto cars and hauled by rail from the landing to the Soo Line and thence south to Ladysmith and the mill.

Fountain-Campbell extended the logging railroad into its timber holdings east of the Thornapple River sometime in the late teens. The company's first locomotive was No. 1120, formerly owned by the Ingram Lumber Co., according to R.C. Brown. It was replaced by a used gear-driven Heisler locomotive. In 1926, Fountain-Campbell bought a Baldwin-built 2-6-0, formerly owned by the Wisconsin Central, according to Brown. Fountain-Campbell maintained an engine house west of its mill. A small switching yard accommodated the leased flat cars which came in carrying logs and left empty.

The company was going strong by 1923, when the mill had the capacity to saw 23 million feet per season. Most of the timber was hardwoods and hemlock, although some pine was sawed. During the winter of 1922-23, Fountain-Campbell timber holdings in Rusk and Sawyer counties were cut. The mill employed 140 men and 64 horses working in two camps. An estimated 7.7 million feet of logs were trimmed, skidded and loaded in about two and one-half months. Camp 9 cut 4 million feet, and Camp 10 some 3.7 million feet. Camp 9 held the record — sawing, skidding and loading 77,000 feet in one day. Fountain-Campbell employed a total of 350 men.

By late 1926 there were rumors afloat that the mill would be sold. In February of 1927 it was announced that the Bissell Lumber Co. of Marshfield planned to purchase the Fountain-Campbell sawmill and planing mill at Ladysmith. The proposed takeover was to become effective after Fountain-Campbell finished its season's cut.

The Bissell Lumber Co. had a large tract of timber in Sawyer

County north and east of the Fountain-Campbell logging railroad, and it was speculated that Bissell would extend the railroad into those holdings. The company had operated a large mill at Tripoli for a number of years under the management of Ben Stone.

In July of 1927 George and Charles Savord were heading a rail construction crew that was building 12 miles of new rail line for Bissell. Meanwhile, the company announced that it was moving its general offices from Marshfield to Ladysmith that summer with Ben Stone in charge. Company president F.K. Bissell also moved to Ladysmith and resided in the home that later was remodeled into the present Ladysmith Nursing Home. The mill, itself, was closed down while extensive repairs were made. Start-up of the mill was scheduled for September. The company had three million feet of logs decked along the railroad right of way.

F.K. Bissell operated the mill for about 8 years, but it began to decline in the early 1930s due to the Depression and the depletion of timber holdings on the rail line. In 1933 the logging was only 60 percent of normal. A fire caused extensive damage in the lumber yards in the mid-1930s.

Since Bissell had timber holdings north of Hawkins, he moved the machinery from the Ladysmith mill to Hawkins in the summer of 1936. Prior to that, a contract to take up the tracks of the Bissell Lumber Co. Railroad was awarded to Robert Ohlfs in November of 1935, and the work was completed that winter. Trucks were used in the Hawkins operation instead of rail.

The vacant sawmill and planing mill buildings in Ladysmith were purchased by a Rice Lake salvage firm and torn down in August of 1936, just twenty years after the mill had located in Ladysmith. Some local residents sawed timbers from the mill into firewood, and the Maxon blacksmith shop bought several tons of bolts from the salvaged mill.

The hum of the last big sawmill had been silenced.





This photo by Tiffany Studio shows a logging camp near Ladysmith. The underwear was boiled in the kettle at right and hung out on the line. The drinking trough in the foreground was for the horses. The buildings at left may have been from an earlier camp.



The water tank and crew from Mitchell's Camp near Ladysmith is pictured in this photo by Tiffany Studio. The ruts made by the runners of the logging sleighs were iced with water from the tank. The sleigh in the background probably belonged to the photographer.



## Flambeau River Lumber Co.

The Flambeau River Lumber Co., the granddaddy of Ladysmith sawmills with a capacity of 25 million feet per season, had a humble beginning in a small mill once owned by Robert Corbett, Ladysmith's pioneer lumberman.

In July of 1909 Corbett sold his mill on the city's south side to E.K. Hughey of Bellville, Iowa, a partner in the firm of Hughey and Mitchell of Ladysmith, which incorporated in November of that year as the Flambeau River Lumber Co. (FRLC). Corbett had purchased the mill from Rogers and Clark in June of 1900, two years after fire had destroyed his mill on the north shore of Corbett Lake. The promoters of the Flambeau River Lumber Co. were not interested in Corbett's mill (it was small and outdated) but rather its location on the north bank of the Flambeau River, which meant that logs could be floated to that site. The sale, therefore, included the land adjacent to the mill.

The Flambeau River Lumber Co. was incorporated with \$100,000 capital. Incorporators were E.K. Hughey; J.F. Mitchell, a veteran local logger; and W.E. Thompson, successful Ladysmith merchant who had bought out E.M. Worden. Mitchell was president; Hughey, vice president; and Thompson, secretary-treasurer.

Corbett was permitted to finish his cut in 1909 before the new owners took over the mill. Flambeau River Lumber Co. sawed timber in the old Corbett mill in the latter part of 1909 (as they had conducted a drive that spring), in 1910 and in the early part of 1911. At the same time, the company was building a large, modern sawmill and planing mill east of the old Corbett mill.

The new mill was completed in May of 1911 and the machinery was tested. "Few sawmills are better equipped than this," observed the Ladysmith "News-Budget." The Flambeau River Co. mill had an up-to-date band saw with

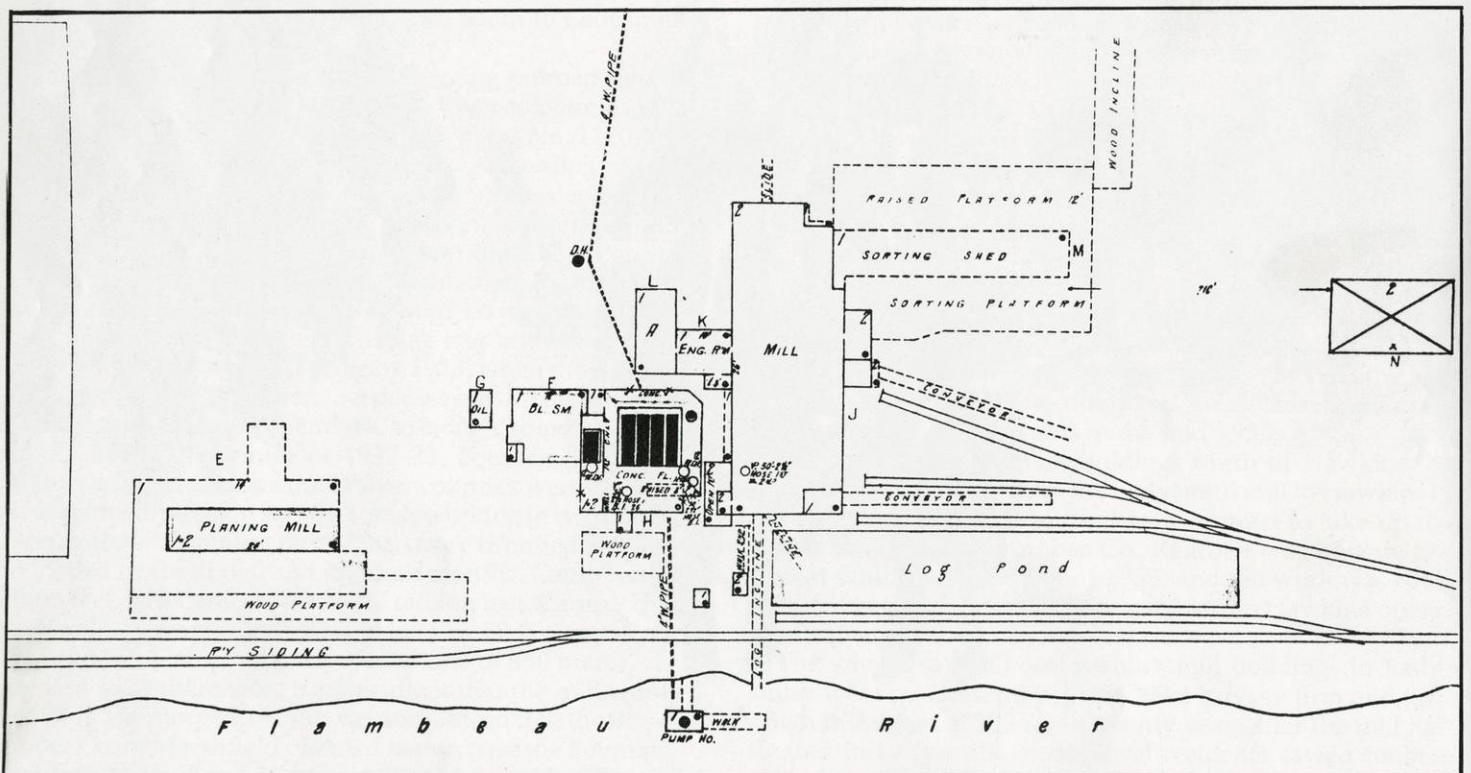
teeth on both sides. Norm Maxon, who salvaged pieces of that saw, remarked that the innovation enabled FRLC to "make money coming and going," as logs could be sawed as the carriage moved in both directions.

The modern mill also had a system of conveyors and automatic devices which reduced hand labor. "From the time the log enters the mill until the finished product emerges, but little hand labor is required, except to guide the timber along the rollers and conveyors," noted the "News-Budget."

"An interesting commentary on the rapid development of modern industry is furnished by the presence beside this strictly modern plant of the old Robert Corbett mill, now owned and for two years operated by the Flambeau River Lumber Co. This latter mill simply constructed with ordinary rotary saws, carriage run by rope feed and lack of mechanical conveyors, was a good mill in its day, but would be a hopeless failure in competition with its splendidly-equipped neighbor," observed the "News-Budget."

The FRLC had 10 million feet of logs on hand and more coming on the spring drive which was hung up at Little Falls. Flambeau River Lumber Co. logs were stamped with their registered stamp hammer design. The first FRLC stamp hammer was issued in 1909. A new hammer was issued in 1910, and the mill planned to make one for each season's cut, according to Norm Maxon of Ladysmith. The idea was dismissed, however, and the "Circle 10" hammer design continued to be used in subsequent years.

FRLC logs were sorted at the Ladysmith dam and floated down river to the company's booms. The logs were brought into the mill on a bull chain. The double-edged band saw canted each log (cutting slabs off on four sides to make it square). The canted logs then moved by conveyor to another saw, where they were resawed into lumber of various dimensions. The rough lumber was later run through the mill's planer before being hauled to the lumber piles.



The Flambeau River Lumber Co. is represented in this drawing from 1925. Logs were taken into the mill on conveyors leading from the river and from the log pond. The blacksmith shop and engine room were adjacent to the sawmill. The planing mill was housed in a separate building.





Two couples out for a Sunday stroll had their pictures taken while standing on a log off the shore of the present Memorial Park. The river was choked with logs every spring when the drive reached Ladysmith. The photo is circa 1910.

The capacity of the mill was rated at 60,000 feet per 10-hour shift. The mill employed 120 men on each of two daily shifts. In 1912 the mill installed a new 80 horsepower boiler, bringing the total horsepower rating to 300. The mill was sawing a half million feet of lumber per week and set a one-day record of 101,000 feet. That record cut was surpassed in August of 1912 when 105,000 feet were sawed in a single day. W.E. Thompson passed out cigars. That one-day record, it was thought, would be hard to beat.

The FRLC employed about 125 men at the mill and in the expansive lumber yards, which extended north and east from the mill. Sawn lumber was hauled into the yards on horse-drawn carts, which rode on small scale rails. Hardwood lumber was piled north of the mill, according to Maxon, and pine and hemlock were piled northeast of the plant. The yards covered several acres.

The company was engaged in the wholesale and retail lumber business. Wholesale lumber was shipped from the mill by rail. A spur branched off the Soo Line's east-west line west of the Flambeau River and followed the riverbank to the Flambeau River Lumber Co. mill and Hintz's shingle mill. The spur passed between trestlework that supported the north approach to the Flambeau River bridge of the Soo's Chicago Division (originally the Wisconsin Central line). That trestlework has since been replaced by earthen fill.

FRLC also operated an office and warehouse in downtown Ladysmith, near the Soo Line tracks. The office and warehouse were built during the summer of 1912. Here, lumber and related materials were sold to local customers.

The Flambeau River Lumber Co. operated as long as its



The "Circle 10" log stamping hammer of the Flambeau River Lumber Co.





This panoramic view looking east shows the expansive yards of the Flambeau River Lumber Co. in Ladysmith. The sawmill is the building with the This photo is from the collection of Norm Maxon.

supply of timber held out. The last big drive on the Flambeau River was in 1926, when the Flambeau River Lumber Co. floated down 14 million feet of logs to Ladysmith. The drive was headed by Mitchell, a veteran of 48 years in the business. The crew of 80 men were predominantly Indians. The timber was primarily hemlock, with some cedar and pine.

The 1926 drive was insignificant compared to the drives of 40 years earlier, when 300 million feet of logs passed through Ladysmith every spring. In 1900 the drive had been trimmed to an estimated 90 million feet. The Chippewa Logging Co. drove 26 million feet in 1902.

Dependent upon the river to transport logs, the FRLC became involved in a dispute over regulation of water levels in the Flambeau River. The State Railroad Commission issued an order in March of 1926 governing how the Chippewa and Flambeau Improvement Co. was to regulate the dam it built on the Flambeau River's headwaters at Manitowish. The rules hampered the FRLC in its log driving operations. Another issue concerned which use of the river should take priority — generation of electric power or transportation of logs. The matter went to the Wis. Supreme Court, which ruled in FRLC's favor, sending the case back to a lower court. But by that time the mill had all but ceased operations.

FRLC had run out of timber and run out of luck. The mill could have concentrated on sawing hardwoods but could not have used the river to transport them, as they did not float well. As it was, many of the company's logs were not reaching the mill because of low water conditions. A rail spur ran to the plant, but FRLC did not own timber accessible to rail lines and had no logging railroad of its own.

While 1926 marked the last big log drive on the Flambeau River, a small drive was conducted by the FRLC in 1927. A crew of 15 men, headed by George LaBerge, had charge of the drive, which included logs that had not floated down to Ladysmith on the previous year's drive. By late April, the drive was at Josi Island. It reached Ladysmith on May 3. "The drive is a very small one this year," noted the "Ladysmith News."

"The tail end of the log drive of the Flambeau River Lumber Co., likely the last that will ever be floated down the stream, passed through the paper mill dam Wednesday (May 12, 1927) afternoon." The paper mill crane was taken to the FRLC log landing to remove and deck the logs.

Those logs are believed to be the last cut at the Flambeau mill. There was, however, lumber left in the yards of the Flambeau River Lumber Co., and men were employed until the lumber supply dwindled. FRLC employees were forced to look for work elsewhere. Gus Smith, an old blacksmith with Flambeau River Lumber Co., took a job with the Bissell Lumber Co. in 1928 — his job was loading ties.

The owners of the idled Flambeau River Lumber Co. mill hoped it would reopen. The mill was cleaned of all wood wastes, the windows were boarded up and the doors were secured. The plant was checked regularly by a night watchman.

The mill office apparently was staffed occasionally. D.W. Jenkins, the only man at the mill on Oct. 9, 1931, noticed a cloud of black smoke roll past his window on that Friday afternoon and discovered the blaze. Only 10 minutes before that, Clint Nicholson had stopped at the office to pick up some lath; neither of them detected any smoke at that time.

Ladysmith firemen had problems getting sufficient water pressure at the scene after they arrived, but the situation was corrected. Their efforts could not contain the fire, which had become a raging inferno. Particles of composition roofing on the mill were carried high into the air by the rising heat and blown by a strong wind as far away as Riverside Cemetery, two miles distant. Holes were burned in the roofs of automobiles parked on the windward side of the mill. The roofs of Lindoo's barn, the old Corbett residence, John Beranek's garage and several houses on Sabin Avenue also caught fire when burning debris from the mill rained down on them. All were extinguished in time, according to the "Ladysmith News," but firemen had to scramble to get from place to place.





smokestack. The planing mill is at right. Lumber was piled from the mill north to Corbett Lake. Lumber wagons, pulled by horses rode on miniature rails.

The blaze resulted in the complete destruction of the saw-mill, engine room and transfer and damage to the brick boiler room. The planing mill, office and barn were undamaged. Insurance on the complex covered one-third of the actual loss, according to company president Thompson. Although the origin of the blaze was unknown, electric wiring was suspected as the cause. It had been thought that all electricity to the mill had been cut off, but investigators learned that one set of wires may have been live.

In addition to destroying the mill, the fire consumed two or three bateaux owned by the Flambeau River Lumber Co. Norm Maxon recalls that in the winter of 1925-26 the Flambeau River Lumber Co. hauled three bateaux to Peter's landing, north of Ingram. The longest of the three was about 40 feet, and the two smaller bateaux nested inside it. They were hauled on two sleighs. The bateaux were not put into the Flambeau River at that point, according to Maxon, but were hauled back to Ingram by sleigh and loaded onto flatcars and taken to Phillips, where they were launched and came down with the drive in 1926 — the last of the major drives on the Flambeau River. They also may have been used on the small drive in 1927.

Two of the bateaux, the "Red bird" and the "Blue bird," were stored in a shed at the Flambeau River Lumber Co. mill grounds when the fire broke out in 1931, according to Bob Miller. Fire damaged both of the historic boats.

Maxon remembers that a red bateaux, burned on one end, floated down the Flambeau River as far as his house. He wishes now that he had pulled it out for restoration, but instead he tore it apart. He did save several ribs from the boat. He does not recall the year when this happened, but it may have been after the Flambeau River Lumber Co. fire.

One of the largest sawmills in upper Wisconsin had been consumed by fire. Even though the mill was idle at the time, Ladysmith realized the loss of a potential industry. For all practical purposes, however, the Flambeau River Lumber Co. had died with the last log drive four years earlier.

The Flambeau River Lumber Co. apparently dissolved in subsequent years. It is not clear what became of the planing mill, which was spared from the fire. The old office was being used to raise chickens when Great Northern Investments sold the property in 1939 to Fehr Manufacturing of Eau Claire. Concrete culverts were manufactured at the former mill site.

The property had grown up to trees and brush until it was acquired by Tom Hutnik, who built a house west of the old mill in 1978. The concrete foundations of the mill were put back into productive use in 1984, serving as rearing pens for pheasants. The rock piles which anchored the boom chains also remain. Canoers passing down river probably wonder what they are — never dreaming that they once held back thousands of logs destined to be sawed into lumber by the Flambeau River Lumber Co. The whining of the mill's saws hasn't been heard for nearly 60 years. The only sounds emanating from the mill site, today, are those of buzzing mosquitoes and howling hounds.

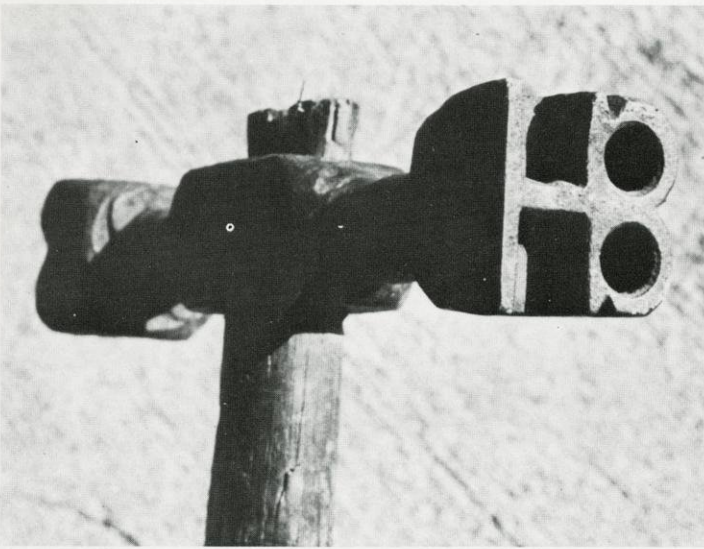
## Hintz Bros.' Shingle Mill

Of the many sawmills that operated in Ladysmith over the years, Hintz Bros. shingle mill probably operated here the shortest length of time (about two years), and it also was one of the smallest.

But Hintz's shingle mill did earn notoriety because it was one of the first mills to be powered exclusively by electricity, rather than by steam or internal combustion engine. Eight to 10 electric motors, developing 110 horsepower, operated the mill's equipment.

Ladysmith residents learned in March of 1923 that Hintz Bros. planned to build a shingle mill west of the Flambeau River Lumber Co. The mill's owners realized the benefits of locating on the Flambeau River so their cedar logs could be floated to the mill. Erection of the sawmill and shingle mill

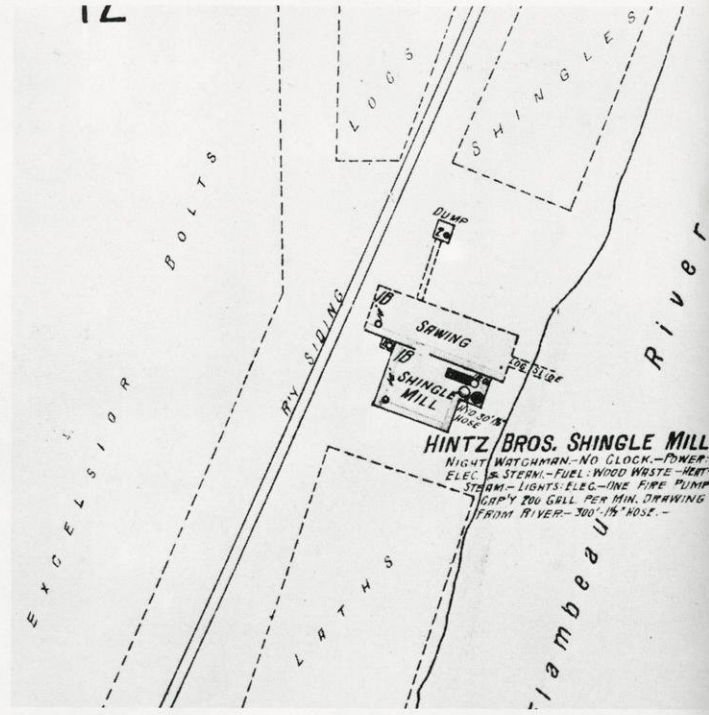




This log stamping hammer made in 1924 bears the Hintz Bros. "HB" design.

was commenced in May of 1923, after the firm had finished cutting logs and ties at Ingram. Some of the machinery from the Ingram mill was to be moved to Ladysmith. Work progressed rapidly on the mill. The main building was 24 by 72 feet. A shingle mill 26 by 30 feet was housed in an addition onto the west of the sawmill. F.J. Hintz indicated the mill would cut 80,000 shingles per day.

Ladysmith resident Norm Maxon, who started work for the mill in October of 1924, recalled that he made 78 cents the first day, working at the rate of 17 cents per thousand shingles. Hintz Bros. had operated in the Shawano area before locating at Ingram. Maxon recalled that the firm had made its own stamp hammers in 1924 for use during the logging season and river drive. Logs stamped with Hintz's design were then sorted at Ladysmith and channeled to the Flambeau River Lumber Co. boom and onto Hintz's mill. Maxon said the mill produced cedar shingles and telephone poles. Ties and some lath also were sawed.



This drawing from 1925 shows the layout of the Hintz Bros. shingle mill at Ladysmith. The Flambeau River is at right. A rail siding ran to the mill.

In 1925 Hintz's acquired a steam boiler and stationary engine to power a sawdust baler. Sawdust from the mill was used to fire the boiler.

There was an automatic saw that cut shingles from slabs, and one that was fed by hand. Bill Schreiber worked one of the saws.

For reasons that are not clear, the mill was closed after the season's cut in 1925, and some of the equipment was moved back to Ingram, according to Maxon, who worked for Hintz north of Ingram during part of the winter of 1926. While the mill is no longer here, cedar shingles produced there may still be weathering the elements on old buildings in the Ladysmith area.



Hintz Bros. shingle mill in Ladysmith is pictured in this view looking north across the Flambeau River. The mill, which only operated for two years, was located west of the Flambeau River Lumber Co. mill.



# HOTELS



The Hotel Corbett was home to the first settlers of Flambeau Falls. It also served as a school, a church and a spot for social gatherings. The drawing is by Janelle Thompson.

## Corbett (Manley) Hotel

The Corbett (Manley) Hotel, one of the first structures built in what is now Ladysmith, was much more than a building.

The hotel served as the first school, as the first post office and as the first house of worship. It also was the focal point of the social life of the community in those early years. Many pioneer settlers boarded there. It was the only place where transients could find lodging until 1900.

The original portion of the white frame hotel was constructed by Charles Cormier of Bruce for Bruno Vinette soon after the Minneapolis, Sault Ste. Marie & Atlantic Railway built through Flambeau Falls in 1885. Vinette, who had operated a stopping place on the Flambeau River northeast of what is now Ladysmith since about 1870, saw a need for a hotel at the recently-platted station of Flambeau Falls on the "Soo" Railway.



Two women wearing fashionable hats carried on a conversation with the man in the wagon in front of the Manley Hotel. The streets were muddy when this photo was taken in about 1910. The Manley Hotel's rates were higher than the \$1 per day painted on the front of the old hotel, believed to have been completed in 1886.





The piano dominates this room in the Corbett/Manley Hotel sometime before 1906. Kerosene lights still were used when this photo was taken. Note the fancy wallpaper, the lace curtains and the rocking chairs.

The two-story structure was built on the northeast corner of Birch Street and Fourth Street (now Worden Avenue and W. Second Street). Since Flambeau Falls wasn't surveyed until October of 1885, it is apparent that construction of the hotel was started sometime after that month. The hotel was located north of the first passenger depot. A balcony, running the full length of the second story, acted as a canopy over the hotel's entrance on the south side of the building. A boardwalk ran beneath the canopy. A two-story wing was either built when the hotel was constructed or added soon after, as it is shown on a map of Flambeau Falls in the 1888 platbook of Chippewa County.

When Robert and Louisa Corbett moved from Cumberland to Flambeau Falls in March of 1886, the hotel was under construction, but not yet finished, according to latter day accounts. The couple purchased the hotel, completed it and named it the Hotel Corbett. The hotel housed the community's first post office in 1887, and Robert Corbett became the first postmaster of the settlement named "Corbett" in his honor. The post office was located in a corner of the hotel. Before it was established, residents had to go to Bruce to get their mail.

A room in the hotel also served as the village's first school. Mary Grandmaitre of Flambeau began teaching classes in the hotel's parlor in about 1888, according to an account from 1911. Corbett apparently hired her to instruct his children, as well as others who resided at Corbett. The first class consisted of 12 students.

The hotel was used for church services until 1901 when the Congregational Church, the first edifice, was built. Clergyman from neighboring communities traveled here by train to conduct services at the hotel.

The day-to-day operation of the hotel was the responsibility of Louisa Corbett, as her husband devoted most of his time to his sawmill and logging interests. She hired young girls who worked as maids and cooks in exchange for room and board. The hotel's dining room was the only restaurant in the village in the early years.

In the evening the hotel was the scene of quilting bees, dances, meetings, suppers and home talent plays. The hotel was lighted by kerosene lamps and heated by wood stoves. A piano in the hotel's parlor no doubt provided the community's first musical entertainment. By 1900 residents were listening to a phonograph at the hotel. The Corbetts were regarded as gracious hosts.

Corbett started work on an addition to the hotel in the spring of 1899. It was built onto the north end of the structure. The hotel received a new roof, as well. When the census of Warner was taken in 1900, the hotel was occupied by 17 boarders and by Corbett family members: Robert, 57; Louisa, 51; John, 22; Lester, 17; Ella, 14; and Margaret Hunter, 80 (Mrs. Corbett's mother).

Corbett put his hotel up for sale in June of 1900, and it was purchased in August by James Prentice of Cumberland. He renamed it the Hotel Prentice. Prentice renovated the venerable hotel, but his work nearly was for naught. On Jan. 19,



1901, someone unsuccessfully tried to burn down the hotel. A gunny sack saturated with oil was lighted and stuffed under the southwest corner of the building. The burning incendiary fortunately was seen by a man who had left Anderson and Olson's saloon at 1 a.m. The fire bell was rung.

The fire was extinguished with some difficulty, but only minor damage to the office floor resulted. The hotel was full of slumbering guests at the time, and had the fire not been discovered when it was, the hotel probably would have been destroyed with awful loss of life. The culprit who set the fire was never found.

Prentice's tenure at the hotel was rather short. On Oct. 1, 1902, he sold the hotel to Christ Ashla of Cyrus, Minn. Prentice then built the Central Hotel (later renamed the Baker Hotel). Ashla sold the hotel that fall to George Manley, who came to Ladysmith from Viola in February of 1903 to take possession. Manley ran the hotel for about five years but was forced to sell it after his wife became ill. The buyer is not known, but it may have been G.A. Kenyon. In March of 1910 he sold the Manley Hotel to Oscar Anderson of Dallas. The next owner was John Krcma, who ran the hotel until 1921, when he sold it to Alphonse Dubois.

The third floor of the hotel, known as the "ram's pasture" or "bull pen," was reserved for the lumberjacks and river pigs. The men apparently slept in one or two large rooms.

In March of 1911 a "jack" who had been in town only one day was murdered in the upstairs room. A man who had been in the room fired four shots at the victim from close range; three of the bullets found their mark. The murderer was judged to be deranged and was sent to the asylum at Mendota within a week of the shooting.

The incident demonstrated how soundly drunken lumberjacks slept. Of the seven men in the room, most did not wake up when the four shots were fired. The sound of gunshots no doubt was drowned out by snoring.

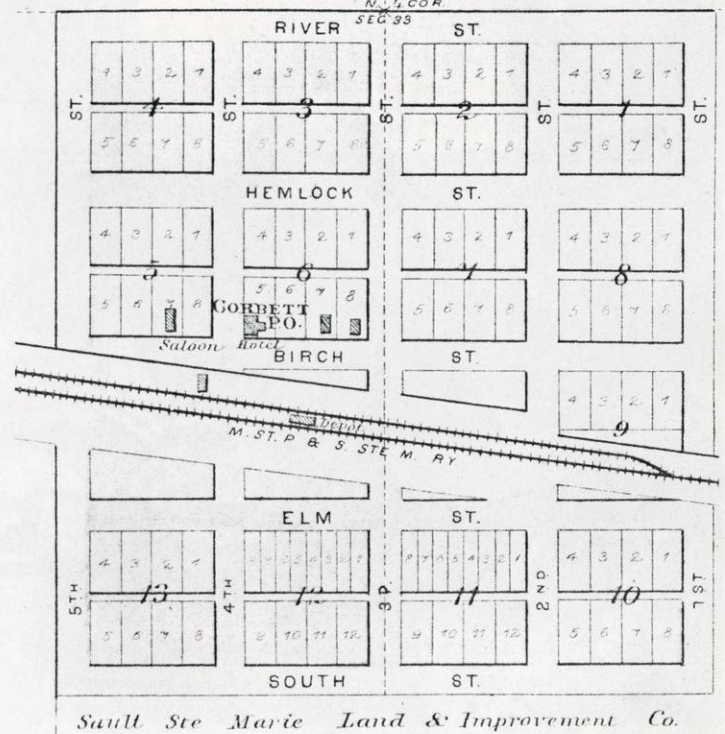
The hotel's demise came soon after Krcma again took possession on July 20, 1927. Krcma closed the hotel to redecorate it and to make improvements before reopening it to the public. Shortly before 10 o'clock in the morning of Aug. 4, fire was discovered in the attic above the hall over the dining room. Ladysmith firemen responded in record time and were directing water onto the blaze within five minutes. Initially the fire looked threatening, according to the account in the "Ladysmith News," but within two hours the blaze had been extinguished. Fire damage was confined to the upper story, attic



A fire in July of 1927 burned a hole through the roof of the Manley Hotel. A second fire, 10 weeks later, caused additional damage. The building was razed and a filling station was built on the lot.

## FLAMBEAU FALLS

Scale 300 ft. = 1 inch



Flambeau Falls was platted in 1885 by the Sault Ste. Marie Land and Improvement Co. The village was surveyed in October of that year. The 1888 platbook of Chippewa County shows only six buildings in the hamlet. They included the Corbett Hotel, Lindoo's saloon and the depot.

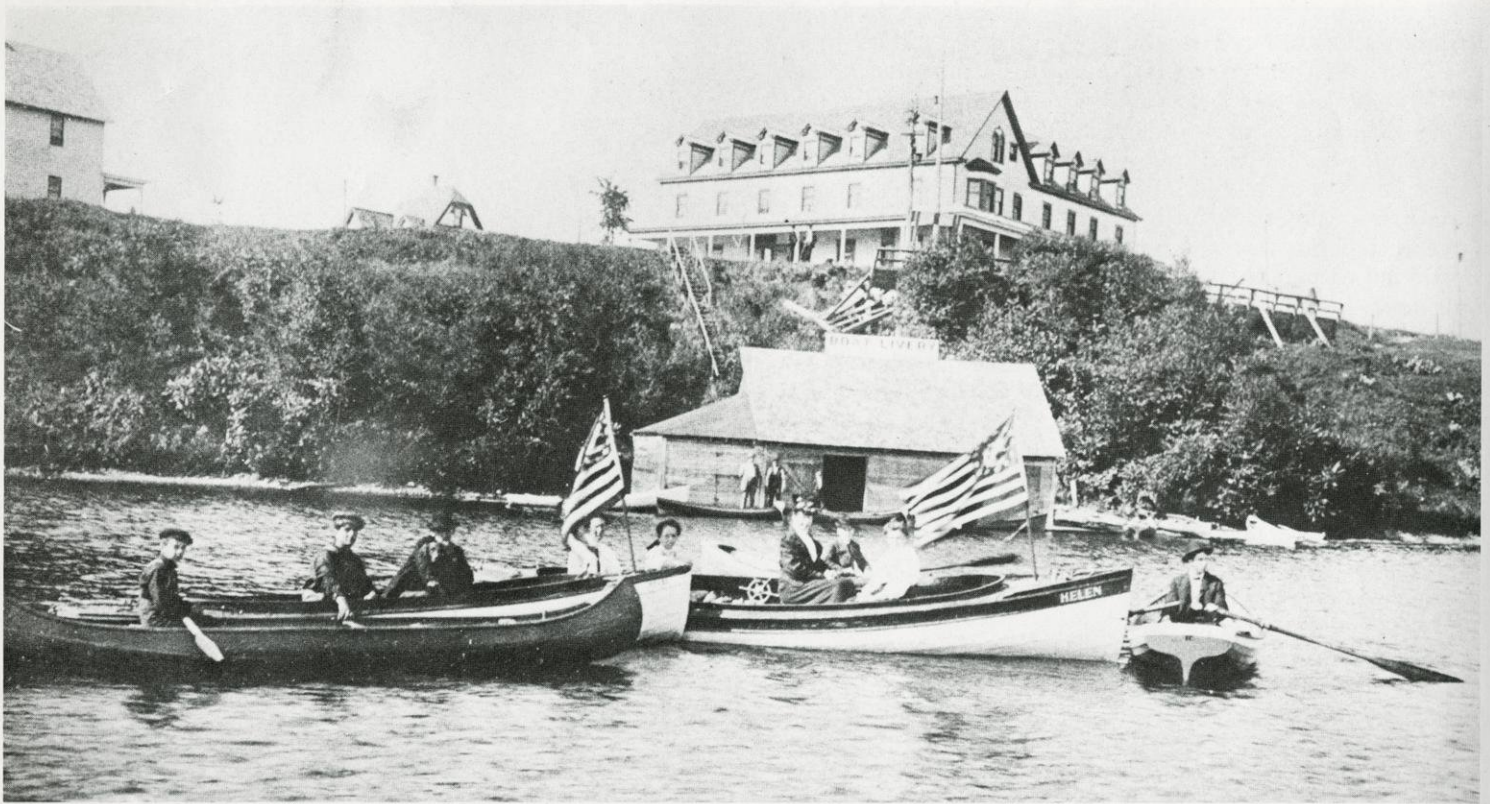
and roof, but the lower floor sustained substantial water damage. The hotel was assessed at \$3,200 and its contents valued at about \$550. Krcma had the building insured for \$8,000 and the contents for \$1,500. Since firemen believed the fire started in more than one location, charges of arson were filed against Krcma, but they were dismissed by Municipal Judge Glenn Williams.

A second fire broke out within 10 weeks, but Ladysmith firemen again responded quickly and damage was confined to the second floor of the north wing of the hotel. Owner Krcma stated that the Oct. 9 blaze, as well as the previous one, were both of incendiary origin. Krcma said he heard the person leave the hotel on the morning of Oct. 9 and found a torn screen on an east window where the alleged arsonist entered the building. Believing that someone held a grudge against him, Krcma said he would leave Ladysmith.

Krcma, who had canceled insurance on the building after the first fire, announced that he would hold an auction sale of his household goods and hotel equipment. He offered the hotel building for sale to be razed and removed from the lot. The hotel was torn down, and the present CENEX filling station was built on that corner. Lumber from the hotel was used to build a shed south of Ladysmith.

The old hotel was a fixture in Ladysmith for only 42 years, but it had already earned the title of "landmark" when it met its demise in the late 1920s. It was among the first signs of civilization on the stump-littered ground that had been platted as Flambeau Falls, and it was "home" to those early settlers who truly can be called "pioneers."





The Gerard Hotel and Jac. Speich's boat livery are pictured above as they appeared sometime before 1910. A stairway led to the boathouse on the Flambeau River. Speich owned motorized launches, and rented cedar boats for 25 cents per hour.

## The Gerard Hotel

Travelers arriving in Ladysmith by train in the early 1900s were met at the depot by representatives of the various hotels. Patrons looking for the finest hotel in town most certainly would have stayed at The Gerard.

When it opened in November of 1901, the Gerard was regarded as "the most modern and complete hotel between Minneapolis and Rhinelander," according to the "Gates County Journal." The hotel featured new furnishings and steam heat. Electric lights were added after the Ladysmith Light and Power Co. plant was completed in November of 1902. The hotel was piped for running water when it was constructed, and it had its own water system before the village had a water works.

Aside from these "modern" conveniences and good food, The Gerard offered something no other hotel in town could equal — a beautiful location. Situated on the high bank of the river, the Gerard commanded a breathtaking view of the Flambeau. Frank "Bring 'em back alive" Buck, who had occasion to visit Ladysmith in 1938 while traveling with a circus, came to the Gerard for supper. Looking out over the Flambeau River from the hotel's porch, Buck said that he had never seen a prettier river (or a prettier view).

The hotel, itself, is both charming and stately. The white clapboard exterior and third story dormers are characteristic of buildings from the colonial era. The hotel seems more imposing than it actually is because one normally approaches it from the south and sees the long view of the building and its expansive porch. The effect would not be the same if the building could be approached from the front.

The Gerard's most distinguished guest was Thomas Marshall, Vice President of the United States, who stayed there while in Ladysmith to give an Armistice Day speech in 1920.

Governors and other notables, including James L. Gates (after whom Gates County was named) feasted there.

Contrary to popular belief, The Gerard was not built by Wesley C. Gerard, the Civil War veteran who had come to Warner in 1898 with the idea of establishing a model town called "New Flambeau." While Gerard may have provided the money for the venture, it was his son, C.K. Gerard, who undertook the project.

The "Weekly Journal" reported on April 20, 1901, that ground was broken April 19 for a new hotel to be built by C.K. Gerard on lots at the north end of Fourth Street (now W. Second Street). William Dodson was to join Gerard as proprietor. The location for the hotel, overlooking the river, was described as "beautiful."

The foundation for the hotel was completed in June of 1901 and work commenced on the structure. The hotel was built

### Ladysmith Boat Livery

JAC. SPEICH, Prop.

A nice line of Cedar Boats.  
Boats may be obtained any  
day of the week. Rates, 25c  
per hour. Advance orders  
will receive prompt attention.

Boat house at north end of 4th St  
near The Gerard. Phone 24.



# Gerard Hotel

## MENU

### FRUITS

Orange .....	10c	Apple Sauce .....	10c
Sliced Orange .....	15c	Chilled Tomato Juice .....	15c
Orange Juice .....	15c	Bananas with Cream .....	15c
Grape Fruit Sauce .....	10c	Orange Marmalade .....	5c
Grape Fruit Juice .....	15c	Jelly .....	5c
Stewed Prunes .....	10c	Jam .....	5c

### CEREALS

Corn Flakes .....	15c	Grape Nuts .....	15c
Shredded Wheat Biscuit .....	15c	Puffed Wheat .....	15c
Rice Flakes .....	15c	Puffed Rice .....	15c
Oatmeal .....	15c	Bran Flakes .....	15c
Wheat Cakes (3) with Maple Syrup .....	15c		
Wheat Cakes (2) with Sausage or Bacon .....	35c		
German Pancake .....	35c		

### EGGS AND OMELETTE

Two Eggs any style -- Fried, Boiled, Scrambled .....	20c
Two Eggs Poached on Toast .....	30c
Two Eggs with Ham or Bacon .....	40c
Omelettes: Plain 25c, Ham 35c, Jelly 30c	

### SOUP

Cream of Tomato .....	15c	Vegetable .....	15c
Ox Tail .....	15c		

### MEATS AND FISH

T Bone Steak .....	50c	Bacon .....	30c
Pork Chops .....	40c	Ham .....	30c
Hamburger .....	30c	Salmon .....	25c
Sausage .....	30c	Sardines in Oil .....	25c
Chops Breaded .....	10c extra		
Smothered in Onions .....	10c extra		

### VEGETABLES

French Fried Potatoes .....	15c	Fried Onions .....	15c
American Fried " .....	10c	String Beans .....	10c
Hashed Brown " .....	15c	Lima Beans .....	10c
Lyonnais " .....	15c	Kidney Beans .....	10c
Sugar Corn .....	10c	Asparagus Tips .....	20c
Green Peas .....	10c	Spinach .....	15c
Buttered Beets .....	10c		

### SALADS

Sliced Tomatoes .....	25c	Salmon .....	35c
Head Lettuce .....	25c	Waldorf .....	30c
Combination .....	35c	Fruit .....	35c
Potato .....	25c	Shrimp .....	50c
Gerard Special .....	50c		

### SANDWICHES

Cold Meat .....	15c	Cheese .....	15c
Fried Egg .....	15c	Kay Toasted Cheese .....	30c
Denver .....	25c	Peanut Butter .....	10c
Club .....	50c	Fried Ham or Bacon .....	20c
Hamburger .....	15c	Jelly .....	10c
Gerard Special .....	50c	All Sandwiches on Toast 5c extra	

### PASTRY AND DESSERTS

Home-Made Pies or Cake, per cut .....	10c
Fruit Sauce (Peaches - Apricots - White Cherries - Raspberries - Pineapple - Pears) .....	10c

### BREAD, ROLLS, ECT.

Sweet Rolls .....	10c	Dry or Buttered Toast .....	10c
Doughnuts .....	10c	Cinnamon Toast .....	15c
Rye, Graham, or Whole Wheat Bread .....	5c	French Toast .....	20c
		Milk Toast .....	20c

### BEVERAGES

Coffee .....	5c	Milk .....	5c
Postum .....	10c	Cocoa .....	10c
Orange Pekoe or Green Tea, per pot .....	10c		

during that summer and fall. Furniture for the hotel arrived early in November. Included in the consignment were a handsome piano and a billiard table.

The formal opening of the hotel occurred on Nov. 12. The hotel was filled nearly every day as transients chose the Gerard over the old Corbett Hotel (then the Prentice), Sanderson's boarding house or the lesser known Dudrey Hotel. Charging \$2 per night, The Gerard appealed to "the better class of transient and local patronage to which only it caters," said the "Weekly Journal." The newspaper went on to say that the hotel was well located and that it "fills a want long felt by the fastidious traveler," adding that "It would seem that landlord C.K. Gerard made no mistake when he conceived the idea which he has finally developed into this modern hostelry."

Guests staying at the hotel during the summer of 1902 could rent a cedar boat from Jac. Speich, whose boathouse was on the river below the Gerard Hotel. The going rate was 25 cents per hour. Speich also took people for rides in his gasoline launch, the "Acme," which he purchased in 1903. He developed a picnic area along the river across from the old Park farmstead. Ice cream was served at the boathouse on Saturday evenings and all day on Sunday. A toboggan slide was built at the Gerard Hotel corner in the early 1900s. The resort atmosphere made the hotel all the more popular.

C.K. Gerard operated the hotel for less than a year. In September of 1902 he sold his interest in the hotel to his father,

W.C. Gerard, who returned to Ladysmith from Minnesota to take charge in October. His stay was short lived. In November of that year he leased the hotel to George Burt of Superior.

A wing was added to the north end of the hotel in 1905, possibly with the involvement of E.M. Worden. The name of the hotel was changed to "The New Gerard." The newspaper noted that the ladies parlor was now located in the east front of the new addition, and the old parlor was now a writing room. North of the ladies parlor were a sleeping room with private bath, 2 model rooms and a number of bedrooms. The office also was enlarged. The New Gerard now had 40 rooms. "Landlord Shepherd certainly has a splendid hotel," noted the "Journal."

Other proprietors of the hotel during its early years included William Schug, H.O. Shaver, A. Lowry, J.H. Torley and A.S. Tinker.

In November of 1920 the hotel was purchased by C.E. Collins of Chicago, who placed Glen Armstrong in charge of the establishment. An electrical engineer by profession, Armstrong had come to Ladysmith in October of 1920 to help build a transmission line from Big Falls to Ladysmith. Armstrong purchased a share of the business and then bought out Collins' interest in 1928. Glen's wife, Iowa, shared the responsibility of running the hotel and was in charge when her husband later returned to engineering.

The hotel's desk was on the right as you entered the front door. To the left was the dining room and to the west of that



was the kitchen. The hotel served breakfast, dinner and supper. While the menu was limited, guests had their choice of several main dishes.

A cook hired by the Armstrongs prepared the food. The hotel's maids often worked as waitresses when meals were being served. Some out of town girls who attended Ladysmith High stayed at the hotel and worked for their room and board. High school age boys staffed the hotel's desk at night or went to meet the evening trains with carts or hand-pulled sleighs, onto which luggage was loaded.

The hotel's laundry was done in a building in back of the hotel. The building burned about 1940 when a water heater exploded. The hotel, itself, was damaged by fire sometime before 1920. The rafters above the third floor rooms show evidence of fire, according to James Armstrong.

By the 1940s guests were arriving by car, rather than by train. The Gerard was a popular stop for traveling salesmen. Guests sometimes spent evenings in the hotel's lobby reading, talking, listening to the radio and (in later years) watching television. The hotel's porch was a favorite spot when the weather was warm.

The hotel had about 34 rooms, of which 7 had private baths. The best room, located on the second floor in the northeast corner of the hotel, featured two double beds and a private bath. It rented for \$7.50 per night. That room, and others, were reserved every July during Ladysmith's Mardi Gras celebration.

The porch once extended across both the east and north sides of the hotel. A portion of the north porch was torn off in the 1930s, and the porch was remodeled in the 1940s to its

present state, with stone replacing the wooden supports.

Piano music emanated from a room in the hotel where Mrs. Armstrong gave her piano lessons. She taught for 40 years, introducing many young people to music. Her husband, who had obtained a job as Rusk County Relief director in the early 1930s, worked for the OPA during World War II. He died suddenly in 1945.

Mrs. Armstrong continued to operate The Gerard. The hotel stopped serving noon lunches and eventually discontinued all meals in about 1952. The dining room became an apartment, and the kitchen was converted into a family room for the Armstrongs.

When the Western Union office closed, the hotel became the local agency. A large old pendulum clock on the hotel wall governed Western Union clocks at the paper mill and other locations. Each day the hotel received the correct time via Western Union teletype, and the clock was adjusted accordingly.

Mrs. Armstrong ran the hotel until her death in 1967. Her son, Jim, had it for only a year, selling it in 1968 to Robert Miley. It has since been purchased by Donald Wetterling. While the hotel has accommodations for guests, many of its rooms have been converted into apartments.

For nearly 85 years the hotel has stood atop the high bank at the bend of the Flambeau River. The view from the hotel is still beautiful, and the view of the hotel from Memorial Park is equally as picturesque. The Gerard was a landmark for river pigs, who came down the Flambeau each spring with the log drive, and it remains today a symbol of Ladysmith's colorful past.



The Hotel Baker is pictured during the horse and buggy days. Tom Baker ran the saloon in the hotel's basement. The hotel was built in 1902 as the Central. It was a landmark until 1954.



## Central-Baker Hotel

Of all the buildings in downtown Ladysmith, none captured the pioneer spirit of the community quite as well as the old Baker Hotel, originally called the Central Hotel.

A landmark for more than half a century, the hotel was razed in the winter of 1954 to make way for the Security State Bank building.

If its walls could have talked, there would have been no end to the interesting stories told about its guests.

The hotel's history dates to 1902 when it was constructed by James Prentice. He had come to Ladysmith in August of 1900, purchasing the Corbett Hotel from Robert Corbett. He renamed it the Hotel Prentice and made some improvements. But the building, constructed in about 1885, was no match for the modern Gerard Hotel, built in 1901.

Prentice sold the Prentice Hotel to Christ Ashla in September of 1902 and announced later that month his plans to erect a new hotel on the southeast corner of Hemlock and Third streets (Now Miner Ave. and First St.). Prentice engaged Ernest Hebard to build the foundation for the 32 by 100 foot building.

It was reported in October that the lot had been sold to a Wausau man who planned to erect a store, but the deal fell through and Prentice continued with his plans for the hotel. He pledged to serve Christmas dinner in the new hotel.

Work was rushed on the building, and by early November the third story was raised and the roof was completed. Prentice said that the price of the lots (\$825) was so high, he found it necessary to build "deep and tall" to avoid spreading over too much valuable ground. He planned to devote the area east of the hotel to a lawn and tennis court. Trees, grass and flowers were to be planted in the 24-foot strip between the hotel and the west sidewalk.

The hotel was to be modern in construction and conveniences, which included steam heat and electric lights. Mr. and Mrs. Prentice went to Minneapolis in mid-November of 1902 to select furniture for their new hotel.

The couple announced in early December that they would serve Christmas dinner in the hotel as planned. Tickets were sold to the general public, but Prentice also invited guests. A steam heating plant was just being installed. All materials were bought from local dealers.

A good number of Ladysmith's citizenry turned out for Christmas dinner, even though the Gerard tried to steal the thunder by serving a meal for 25 cents. It was no match for the sumptuous Christmas dinner served at the Central.

The Prentices received many congratulations. That evening, they served a lunch at the hotel following a masquerade ball at Worden's Opera House.

Prentice opened 15 rooms in the hotel to the public after the first of the year, and completed the remaining rooms that winter.

"It is a credit to Ladysmith to have such a fine hotel," commented the "Rusk County Journal." The formal opening of the Central occurred on Feb. 5, 1903. The program of instrumental and vocal solos was followed by dancing in the hotel's spacious dining room until 3 a.m.

In May of 1903 the Central was covered with the metal sheeting that would remain on its exterior for the following 50 years.

In less than a year, Prentice leased the hotel to Tom Baker, who assumed management in early December of 1903. Baker was a well-known saloon keeper and successful businessman. Baker eventually purchased the hotel and it became known as the Hotel Baker.

**The "Central" Hotel**  
LADYSMITH, WIS.

**.. MENU ..**

**DINNER**

Cream of Tomato Soup	Consomme Imperial
Dill Pickles	Queen Olives      Kalamazoo Celery
Fried Lake Superior Trout with Tarter Sauce Saratoga Chips	
Boiled Ox Tongue with Creole Sauce	
Roast Prime Rib of Beef au Jus	
Saddle of Veal with Sage Dressing	
Sugar Cured Ham with Sherry Wine Sauce	
Braised Filet de Pique au Champignonous	
Chocolate Eau Claire	
Boiled Potatoes	Mashed Potatoes
Early June Peas	Stewed Tomatoes
Apple Pie	Lemon Meringue Pie
New York Ice Cream	Assorted Cake
American Cheese	
Soda Crackers	Graham Wafers
Tea	Coffee

Sunday, Mar. 8, 1903  
JOURNAL PRINT

TO THE PUBLIC:—

I have added more tables to my dining room and have plenty of waiters to take care of the people. Prices for Sunday dinners will be 35 cts. for families. My regular rate is 50 cts., but will make this price for Sunday dinners to all except regular boarders.

**JAMES PRENTICE**

On March 10, 1910, the Baker Hotel was leased to the O'Briens. Mrs. C.M. O'Brien actually was the proprietor of the hotel business. She charged \$2 per day for rooms in 1914. Management of the hotel apparently went back to the Baker family, with Ed Baker in charge. In March of 1924 Ralph Davis purchased the fixtures and equipment from Ed Baker. Davis sold the hotel to Tom Baker. The latter was running it in 1928 when a man selling Bibles checked into the hotel. For three weeks the stranger visited area pastors and painted small pictures, which he sold. A minister in Superior informed his counterpart in Ladysmith that the man was wanted. The local pastor told police chief Lozier, but also took the Bible salesman to task. That proved to be a tactical error on his part, for the man was long gone by the time the warrant arrived. Baker adopted a new policy that hereafter salesmen of Bibles would be subject to more rigid credit terms. The stranger hadn't paid for his three-week stay.

In 1935 Lawrence Baker assumed management of the hotel and ran it until the building was purchased by the Security State Bank in 1953. The hotel had 31 guest rooms (six with two beds in them) and had accommodated as many as 60 people.

The curved veranda on the north end of the hotel was a favorite place to sit down and watch the passing scene. The porch also served as a podium for political notables, including





The oldest portion of the American Hotel was built in 1900 by Cal Rogers as a boarding house and restaurant. The elm tree planted beside it has grown into one of the biggest in the city. The drawing is by Janelle Thompson.

several Wisconsin governors.

The Central had a "sample room" (saloon) when it opened. Harry Ames ran it. The saloon was closed after Ladysmith voted dry in 1915, but it resumed operation sometime after Prohibition was repealed. The liquor license for the Baker was transferred to the Theatre Lounge in 1953.

Although many stories can be told about the Baker, one of the most humorous revolves around an incident in 1906. A Chicago man registered at the hotel and was assigned room No. 1. The adjoining room was shared by several game wardens, who in conversing made frequent references to the "man in No. 1" being guilty of breaking the law.

The man in No. 1, overhearing this conversation, exited his room by climbing out a window and lowering himself on a rope made of blankets tied together. The escape artist was caught. He explained that he had overheard the conversation and panicked.

As it turned out, the game wardens were talking about some man in logging camp No. 1. "It looks rather suspicious for the man in (hotel room) No. 1," said the "Ladysmith Weekly Budget."

Many Ladysmith residents have fond memories of the Baker Hotel. Most would agree that Ladysmith's downtown has not been quite the same since the venerable building was razed.

## American Hotel

Time has wrought many changes on the face of Ladysmith. Businesses have come and gone, and buildings have been altered and "modernized," not always for the better.

One exception to that is the American Hotel. It's outward appearance has changed very little during this century. It has remained a hotel-boarding house all of these years.

The oldest portion of the building dates to 1900. In June of that year the "Weekly Journal" reported that C.N. Rogers was erecting a good sized residence on the south side of Birch Street (Worden Avenue), the building to be used as a furniture store and residence. The census of Warner taken in June of that year, lists only one "C. Rogers," that being Cal, who resided with his wife, Della, in a single family residence.

In August of 1900, the "Weekly Journal" reported that Cal Rogers was to commence erection of a two story, 20 by 32 foot addition to his building on Birch Street and conduct a hotel and restaurant. No name for the hotel was given.

The addition was constructed, and in December of 1900 the "Weekly Journal" reported that Cal Rogers had sold his boarding house on Birch Street to David Sanderson of Chetek. Sanderson was no stranger to the hotel business. He had run the Lake House stopping place on the Flambeau Road for the 14 years before coming to Ladysmith.

Sanderson ran the boarding house less than three years. Nate Hand purchased it for \$2,300 in April of 1903 and took immediate possession. Sanderson, in turn, bought Hand's house near the Prevost Bakery.



Hand chose the name "East Hotel" for his newly-acquired business. In June of 1903 he completed a large barn south of the hotel, which, according to the "Weekly Journal" was a "valuable addition to his hotel property." The large barn served as headquarters for his livery and farm machinery businesses. The structure stands yet, and is occupied by Albus Conveyors.

It is not known when Hand sold the hotel or to whom. It acquired the name "American Hotel" sometime in the teens or twenties. In 1926 George Stine sold the American to George Menard of Elkhorn. He announced he would change the name of it to "Menard's Inn" and serve short order meals. The name "American" again was used after Menard sold the business.

Christine Emley bought the hotel in about 1946, and her daughter, Ina, began working there in 1947. Ina married Bob Vollendorf in 1951, and they took over operation of the hotel.

The American Hotel is "home" to several boarders today, and Ina has a reputation of serving the best "home cooked" noon meals in town at a reasonable price.

The hotel is dwarfed by the former creamery plant and by the large elm located north of the hotel's front door. The latter, perhaps the biggest elm still standing here, is a landmark in its own right. The tree's spreading crown extends over the hotel, protecting it from the elements . . . and just maybe from the changes of time.

**NATE HAND**

—Proprietor of—

**East Hotel**

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**Livery, Feed and Sale**

**STABLE**

IN CONNECTION

Good Rigs at Reasonable  
Rates: Careful Drivers

PHONE 52 BIRCH ST.

## Hotel Western

A list of the old hotels in Ladysmith would be incomplete without mention of the building which once stood on the northwest corner of the present Worden Avenue and E. Second Street.

While it served as a boarding house most of the time, it was constructed as a hotel. W.I. Dudrey of Moorhead, Minn., purchased Lot 8, Block 7 in the original plat of Flambeau Falls in 1900 and arrived in Ladysmith in August of that year with intentions of building a restaurant. A frame building was erected on that corner lot that summer and in October the "Weekly Journal" announced that Dudrey was proprietor of a new hotel in Ladysmith — the Hotel Western. The name was at best misleading, as the two-story, 20 by 40 foot hotel was located on the extreme eastern limits of the village. The hotel was the third built in Ladysmith, the Corbett having been erected in about 1885 and the present American Hotel having been constructed a month or two before the Hotel Western.

Dudrey's 11-year-old son, Charlie, was almost killed just after the family moved to Ladysmith. He crept under the depot platform (one block west of the hotel) and was playing there when a bolt of lightning struck the telegraph. The ground wire for the telegraph ran underneath the depot where young Dudrey was playing. The youth was knocked insensible, according to a newspaper account, and was unconscious for a half hour. He regained consciousness, and in two or three hours he was playing as though nothing had happened.

Dudrey apparently decided Ladysmith wasn't to his liking and put the hotel up for sale in April, 1901. In September the newspaper reported that Dudrey had sold "his boarding house" to Peter Flori of Brodhead. Dudrey continued to occu-



The Ladysmith House, located on the northwest corner of Worden Avenue and E. Second Street, was managed by the Howard C. Woodbury family, left, when this photo was taken in about 1904, the year the Woodburys assumed management.



py and manage the same for awhile. In December of 1901 Jacob Speich, a Swiss immigrant, also of Brodhead, succeeded Dudrey in the management of "the hotel." Dudrey took up residence in Bruce. Speich had a barn erected at the rear of the hotel lot soon after taking over management of the business.

Speich, who moved to Ladysmith with his wife, Barbara, and their four children, Jake, Fred, Anne and Edward, opened a boat livery on the Flambeau River below the Gerard Hotel and operated a gas-powered launch. Speich is believed to have sold the boarding house or hired a manager after he became custodian at the Rusk County Courthouse when it was completed in 1902.

In 1905 the hotel was called the "Ladysmith House." It was managed by H.C. Woodbury, according to Ladysmith census records. His wife, May, and their daughter, Grace (who would later marry S.J. Cardinal) helped with the operation of the hotel. It is not known how long the Woodburys remained in Ladysmith. H.C. owned land in the present Town of Grow and eventually developed a farm there.

The next known owners of the hotel were James and Laura Anderson, who acquired the boarding house in 1914. Their daughters, Ella and Estella, and their son, Harry, resided there with them. Among the boarders was a veterinarian, Dr. Enger, who worked for Nate Hand at the time, and who later practiced at Holcombe. The contractors who built the high school in 1914-15 also stayed there, according to Harry Anderson. The Andersons sold the boarding house in 1918 to John Verhein.

The building is pictured in a 1936 aerial photo of Ladysmith. It is not known when the boarding house was razed.

## Commercial Hotel

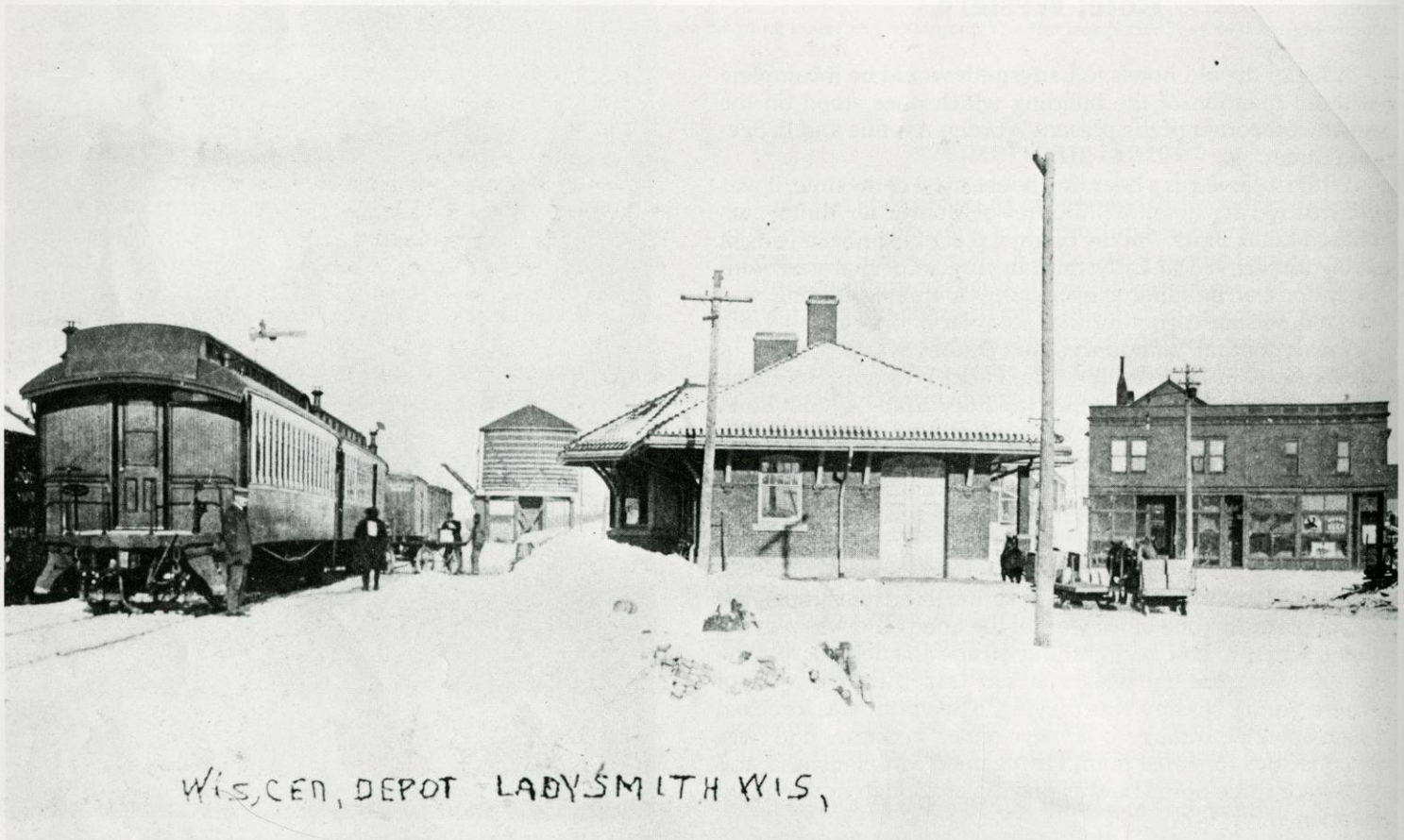
The Commercial Hotel in Ladysmith has been a landmark for 75 years, but its history, unfortunately, is sketchy.

The building was erected by the Duluth Brewing Co. in 1910 soon after the Wisconsin Central opened its line between Owen and Duluth-Superior. The hotel, which was just north of the Wisconsin Central depot, is listed in city records as a water user in January of 1910. It is not known who ran it initially, but in 1912, N. Thompson was the proprietor. He came to Ladysmith from Weyerhaeuser. He ran a saloon in connection with the hotel. In 1914 the hotel was charging \$1 and \$1.50 per day for rooms (there were 28 in the hotel). Meals were prepared and served at the hotel. "It is conducted in a homelike manner so as to make guests feel easy and comfortable," said a 1914 publication.

Gust Morrison came to Ladysmith in 1920 and rented the hotel from the Duluth Brewing Co. In 1924 he purchased it from that company. Morrison died in January of 1925.

In 1935 it was reported that the Commercial Hotel was owned by the county, perhaps through tax delinquency. The hotel was remodeled and seven apartments were constructed using FERA labor.

County relief offices also were located in the building. Residents could sign up for WPA or the CCC camps there. Glen Armstrong was relief director. The welfare department remained at the old hotel building until the late 1950s when the north annex to the courthouse was built. The former offices were converted into apartments.



The Commercial Hotel, far right, was conveniently located near the Wisconsin Central depot in Ladysmith. The depot was just south of the present Miner Avenue. It was moved in 1911 to its present location. A saloon was run in conjunction with the hotel. A sign in the window of the hotel reads "Moose Beer." Baggage is being unloaded from a car of a northbound train. Note the horses and sleighs at the right corner of the depot.



# SCHOOLS



The first schoolhouse in Warner was this one-room frame structure, which was built in 1888 or 1889. It presently serves as the Flambeau Town Hall. It is probably the oldest building in Ladysmith.

## Ladysmith Public Schools

Education has always played an important part in the history of Ladysmith. The first school, a one-room building, was erected in Warner in 1888 or 1889. Eight years later, in 1897, a new two-room school was built, and the first school was used as the Flambeau Town Hall.

In 1900 Warner became known as Ladysmith, and the village was growing by leaps and bounds, so plans had to be made for a new building. It was situated three blocks west of the other school, and was begun in 1901 and first used in the fall of 1902. It was known as the "High School" building, or the "West Side" school. It contained, at first, grade one through grade nine. To show how rapidly Ladysmith was growing, two years later, in 1904, the High School building was too crowded and the old two-room building was put back into use. In 1905 classes were also held in the Baptist church.

A regular high school course was established in 1904, with an enrollment of 61, and the first commencement exercises were held in the opera house on June 2, 1905, when three girls were graduated.

In 1907 the Rusk County Training School opened, preparing teachers mainly for rural school teaching. Classes were first held in the courthouse with an enrollment of 29. Some students took the one-year course, and others took the "beginner's" course. The first Rusk County Training School graduation was held in June of 1908, with 16 graduates. The Rusk County Training School building was begun in August of 1910 and was first used in 1911.

The First Ward School was built in 1908, which helped ease the crowded conditions in the high school building. The First Ward school was known as the "Blue School" — it was painted blue — or the "South Side" school.

In 1912 the Catholic school was built. This also relieved the crowded situation briefly, but by 1913 three schools were

used, plus two basement rooms in the Carnegie Library building.

In the early days there seemed to be no set of regulations governing the length of school terms or attendance in school. In 1895 school opened in May. In 1896 school began in October.

By 1910 Wisconsin had a compulsory attendance law that stated that children between the ages of 7 and 14 must attend school for at least 8 months a year. A study was made to find out why children quit school. The two main reasons for quitting were (1) to help support the family, and (2) just wanted to work and earn money. More than half of those who quit school at that time had not reached the 8th grade. Compulsory education added to the congestion found in the schools, and at the annual school meeting in 1914 electors voted to issue bonds to the amount of \$60,000 to erect a new high school building.

In 1914 enrollment in the various Ladysmith schools was:

First Ward School .....	196
High School and True Buildings .....	395
St. Mary's School .....	145
County Normal Model School .....	30

766

The new high school building, located on East 6th Street, between Miner Avenue and Worden Avenue, was begun in the fall of 1914 and had its formal opening in October, 1915.

When schools opened in September of 1917, crowded conditions once again prevailed. Besides the new high school building, the West Side school building, and the South Side building, classes were held in the Church of Christ building, near the south end of the Brooklyn bridge.

In 1920 the second floor of the city hall — the old second school building — was used for school purposes. Two years later electors voted to erect a school building across the river in the "Brooklyn" area, and also voted to put an addition onto



The second schoolhouse in Warner was this two-story building constructed in 1897. It became a business college for a short time before it was remodeled into a city hall for Ladysmith. A porch was added and stucco was applied to the building.





The first high school in Ladysmith was built in 1901-02. It was later known as the West Side School. It was used as a high school until the second high school opened in the fall of 1915.

the high school building.

The three-story, six-room addition on the east side of the high school was erected at a cost of about \$40,000, and contained three 8th grade rooms, two 7th grade rooms, and a first grade room for those students living in that section of the city. The Brooklyn school, with four grades, was first used in the fall of 1923.

Shortly after World War II the electors of the school district voted to erect a new gymnasium and a farm shop. These would be added to the high school building. These were completed and on February 24, 1951, Ladysmith High School played the first basketball game in the new gymnasium, defeating Rice Lake, 56-40.

Late in 1954 an expert was hired to evaluate Ladysmith's school system and building problems. As a result of his findings, district electors voted to erect an elementary school in the area of Parker's Pond. This building would replace the South Side school and also the West Side school. This new building was officially dedicated on November 9, 1958.

The Rusk County Normal closed in 1953, as there was no longer a demand for rural teachers.

Mount Senario College, in the southwestern section of the city, west of the hospital, began its first full year of instructions in 1962. It now offer a bachelor's degree in a number of fields, and has an enrollment in the vicinity of 500. In 1968 the Servite High School ceased to operate, and its building across from the hospital was turned over to the college as a fine arts center.

In the mid-1960's a report from the State Department of Public Instruction stated that the local system, especially on the high school level, was falling behind in providing suitable facilities for a well-rounded education.

In the fall of 1967 two important events took place. Hawkins high school students began attending school in Ladysmith, and electors voted to erect a new high school building on the eastern edge of Ladysmith. A modern, campus-style building was erected and was opened for use in the fall of 1970. In the years immediately following, an auditorium, an olympic-sized swimming pool, football field, tennis courts, and huge parking areas have been added making the Ladysmith High School one of the best, up-to-date schools in northern Wisconsin. The old high school is currently used as





a middle school, housing the sixth, seventh, and eighth grades, and the elementary school is used for kindergarten through grade five.

Thus, education in Ladysmith has grown from a one-room school to three beautiful, well-planned schools, plus an excellent college, showing the desire of the people of Ladysmith to offer the best possible education to the young people of the area.

—Richard "Bud" Conklin



The South Side or "Blue School" was built in 1908 to help ease crowded conditions in Ladysmith's schools. The building, located in the first ward, was painted blue.



Ladysmith had reason to be proud of its high school, built in 1914-15. It served as a high school for 54 years, and is now the Ladysmith Middle School.

Rusk County Training School,  
Ladysmith, Wis.



The Rusk County Training School for teachers began in 1907, but the building wasn't erected until 1910-11. It opened in the fall of 1911.

## Parochial Schools

The early history of Our Lady of Sorrows School is closely interwoven with the history of the Sisters, Servants of Mary of Ladysmith.

When the first parish school, then known as St. Mary's, was nearing completion in 1912, Father Andrew Bauman, OSM, the pastor, was unable to secure a community of Sisters to staff the school. Thus, six Sisters of St. Joseph Convent in La Grange, Ill., left that community at the request of Father Boniface Efferenn, OSM, and came to Ladysmith to begin a foundation of Sisters, Servants of Mary, in America under the direction of two Sisters from Pistoia, Italy.

Three Sisters arrived in Ladysmith via the Soo Line train on September 19, 1912. The Sisters were Sisters Mary Alphonse Bradley, Mary Evangelist Corcoran, and Mary Charles Kolmesh.

Two more Sisters arrived on Sept. 21, 1912. They were Sisters Mary Rose Smith and Mary Irene Drummond.

The Sisters began at once to enroll the children in the new school and to gather books and supplies for the classrooms. St. Mary's School opened on Thursday, Oct. 10, 1912, with 96 pupils in grades one through eight.

The building was dedicated by Rt. Rev. A.F. Schinner, Bishop of Superior on Oct. 17, 1912. A large crowd attended the ceremonies which included many guests from out of town.

The closing festivities for the first year were held on June 6, 1913, in the Worden Opera House. After a program which included various dramatic skits, poetry readings, recitations, and an operetta, diplomas were distributed to Rose Baribeau, Helen Haasl, Alice Hayes, Catherine Hayes, Archie Hayes and Elizabeth McQuillan.

That summer, the last of the Foundresses arrived and the staff now numbered six.

The following fall, on Sept. 2, 1913, first and second year high school courses in Latin and German were offered. In 1914, the school opened with the eight grades and the first and second years of high school. The first rector of the new St. Mary's High School was Father Anselm Keenan, OSM, with Sister Mary Evangelist as directress.

The first graduates of St. Mary's High School received their diplomas on June 16, 1916. They were Ruth LaBerge, Helen Haasl and Elizabeth McQuillan. This ceremony also included graduation for seven eighth grade students; Laura Baribeau, Alexander Beranek, Wilmar Collins, Frances Hayes, Raphael Hayes, Alan LaBerge, and Bernadette Minter.

In the fall of 1917, enrollment at St. Mary's had increased to 150 pupils in grades one through twelve.

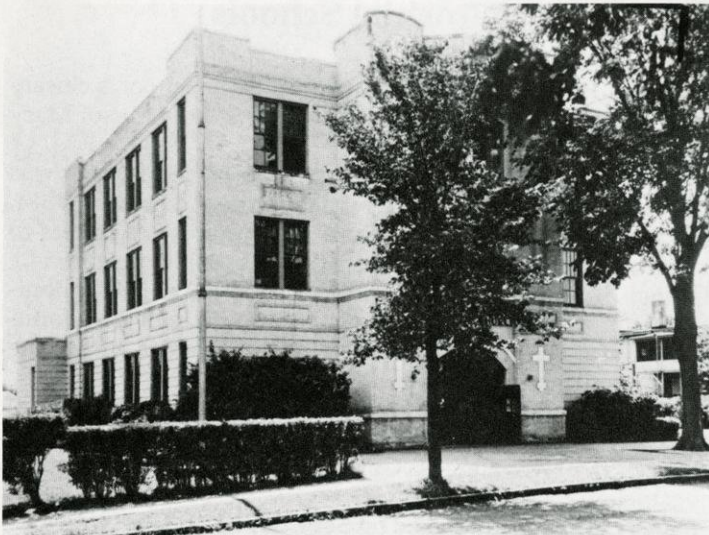
Brother Thomas Croke, OSM, was the first full-time janitor in the school. He served in the parish from 1919 to 1929.

St. Mary's High School closed in 1925 due to increased enrollment in the grade school, but high school classes were resumed for girls in 1932 in the former convent building of the Sisters which had been built in 1921. This school was known as Our Lady of Sorrows High School and continued until 1959 when a new building was erected and named Servite High. In 1967, it was ascertained that the need for a private boarding school for girls was not practical and thus Servite High School closed its doors after commencement that year. The facility is now the Fine Arts Building of Mount Senario College.

St. Mary's Grade School continued to prosper and in 1957, a new school building was completed and given the name of Our Lady of Sorrows School.

As early as 1916, a lay teacher was on the staff at St. Mary's





St. Mary's School was built in 1912. Sisters lived in the convent on second floor.

School and in later years as the Sisters became involved in other ministries, lay teachers became as common as the teaching Sisters. Theodore Maday, a resident of Rusk County, became the first lay principal in 1977. The present principal is Kathrine Backe. Both are graduates of Mount Senario College which was founded by the Sisters in 1962 for the education of teachers.

The present enrollment of Our Lady of Sorrows School (St. Mary's) is 171 in pre-school and kindergarten through eighth grade.

—Sister Alice M. Henke

## Mount Senario College

Mount Senario College in Ladysmith, Wisconsin, opened as a four-year co-educational college in September of 1962.

After the closing of the Rusk County Normal School in 1946, it was necessary for the teaching community, Sisters, Servants of Mary, to find another school in which to educate their young Sisters. From 1946-1952, Sisters from Viterbo College in LaCrosse taught classes at Ladysmith. Then, in 1952, Our Lady of Sorrows Junior College was started at the Convent and was affiliated with the College of St. Scholastica, Duluth, Minnesota.

In December of 1961, when it became evident that this program was becoming too limited, plans were made for a four-year liberal arts college. The name was changed to Mount Senario College, after the birthplace of the Servite Order in Florence, Italy — the Order to which the Sisters in Ladysmith belong.

While originally Mount Senario College was intended for the education of the Sisters, it immediately opened its doors to the lay people of Ladysmith and the surrounding vicinity.

In announcing the opening of Mount Senario College, the *Ladysmith News* wrote on July 26, 1962: "It is news of tremendous importance to our area."

On Monday, the 10th, a pleasant September day, the College opened with thirty-three men and women, lay and religious (80 with part-time). The first two lay students to register were Mollie Rayment of Bruce who graduated from Mount Senario in 1965, and Dave Bruha from Ladysmith who com-

pleted his degree in 1966.

Classes were held in St. Ann's, a large white frame building that had originally been purchased and remodeled to serve as a nurses' residence for St. Mary's School of Nursing (1919-1934). Additional classrooms were added as well as a recreation room for the students. The library was in the Convent and some of the classes were held in the classrooms at the hospital and in the new Servite High School building. A school for girls which was closed in 1967 is now the Fine Arts Building. A large frame building erected in 1921 served as a residence hall for the men. The women lived on the second floor of St. Ann's and later in Marian Hall, a house across the highway which was acquired in 1963. It is presently owned by Vernon Canfield.

Degrees were offered with a Bachelor of Arts or Science, in elementary education, English and history. Since some of the students were teaching during the day, classes were also offered on Wednesday evenings and Saturday mornings.

The first college administrative officers were Sister Mary Hyacinth Gullan, Dean and Registrar; Sister Mary Barbara McManus, Business Manager; Sister Mary Joan LeBlanc, Director of Student Personnel; and Sister Mary Colette Baribeau, Librarian. Sister Mary Hyacinth Gullan became President of the College in 1963.

In March of 1964, the liberal arts curriculum designed for a Bachelor of Arts or Bachelor of Science for elementary teachers was approved by the Wisconsin State Department of Public Instruction. Certification for secondary teachers was approved in 1965.

In 1964, ground was broken for McLaughlin Hall, named after the President of the Sisters, Servants of Mary, Sister Mary Patricia McLaughlin, and first President of the Board of Directors of the College. This building contained the library, lecture hall, administration offices, classrooms, science laboratories, dining room and kitchen.

The first graduation ceremonies were held in the lecture hall (Room 209) of the new building on July 30, 1965. Virginia Bruger, who graduated with honors, had the distinction of being the first to graduate from Mount Senario College. Other members of the class were: Marilyn Kruger Falkenthal, Kathleen Kroiss Freeman, Mabel LeBlanc, Mollie Rayment, and Marvin Shufelt.

In August of 1972, the College became a non-sectarian liberal arts college as the Sisters turned over ownership and control of the College to the Board of Trustees. At that time also, the building known as Servite High was given to the College as the Fine Arts Building.

Presidents of the College have been: Sister Mary Hyacinth Gullan, OSM, 1963-1968; Dr. Walter Thomson, 1968-1969; Dr. Robert E. Lovett, 1970-1980; Dr. Robert E. Powless, 1981-.

Dr. Robert E. Powless became president of the college in 1981. He is an Oneida Indian and the first Native American to serve as president of a four-year college in the state.

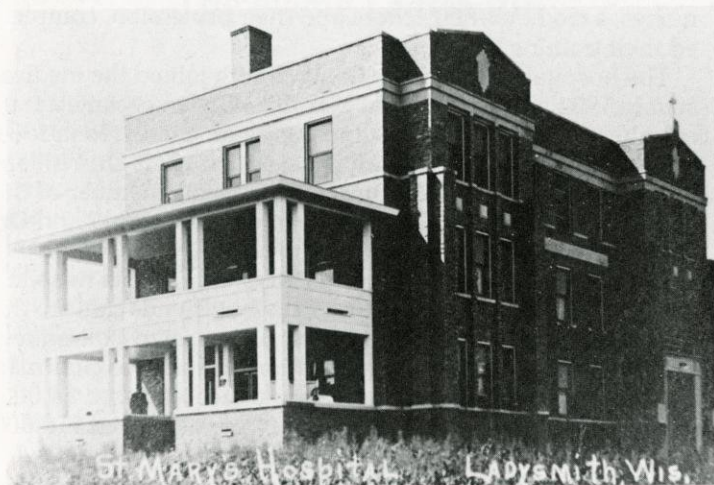
With the addition of majors and programs in a number of areas beyond the original focus on teacher training the enrollment has grown to 700 full and part-time students, an all-time high, with the largest graduation class this year numbering 126.

The Mission Statement of the College indicates a commitment to provide "Quality" Rural Higher Education: through service to the region (Northwestern Wisconsin and Wisconsin as a whole) and the development of a curriculum consistent with the concept of the "employable" liberal arts.

—Sister Alice M. Henke, OSM



# HOSPITALS



Construction of St. Mary's Hospital began on July 13, 1917, and was completed in 1918.

## St. Mary's Hospital

With the turn of the century and at the time that Ladysmith began to develop rapidly, the needs for a medical facility were already realized but in a very minimal manner.

As early as 1901, the residence of Dr. R.T. Ross was used as a hospital, and in 1904 a "pest house" was built near the bank of the river across from the present site of Rusk County Memorial Hospital. Patients having smallpox were forced to stay there and were attended by a man who had had the disease.

In 1907, Dr. Stephenson purchased the lying-in hospital which Dr. Blake had built some time earlier on Lake Ave. near the library.

Dr. Lambert Lundmark began operation of a hospital in Ladysmith in 1909. An ad for his hospital can be found in the "Ladysmith-News Budget" of that year.

Also in 1909, the Commercial Club of Ladysmith, whose members were local businessmen, had collected money to buy a site for a larger hospital. The resolution adopted by the Commercial Club, dated, February 1, 1909, stated: Resolved, By the Ladysmith Commercial Club, that lots 1, 2, and 3, and a strip of land on the north side of lot 1, of block 18, of the Ladysmith Townsite Company's Second Addition to Ladysmith, together with the south seven acres in Government Lot 2, Section 34, Town 35, Range 6 West, comprising in all ten and one-half acres of land be, and the same is hereby, given to the Catholic Sisters — Provided, however, on condition that a hospital be built thereon by said Sisters on or before December 1, 1910.

The Commercial Club appealed to the Bishop of Superior in a letter dated February 10, 1909, for help in obtaining Sisters to staff the proposed hospital. The letter was signed by T.F. Armstrong, of the Armstrong Land Company. Bishop

Schinner visited the site on February 15, 1909, but plans for a hospital were dropped for the time being due to the unavailability of Sisters.

Three years later, the Sisters, Servants of Mary, arrived in Ladysmith to staff St. Mary's Parochial School and by October of 1913, were approached by the citizens of Ladysmith to inaugurate plans for a hospital. On the advice of the local businessmen, the Sisters conducted a campaign under the direction of the Ward System of Chicago. This campaign was a failure and cost the Sisters \$2500.

During this period, on September 22, 1913, John Lindoo donated ten acres of land which were across the river from the present site. To obtain the land on which the hospital is now standing, he exchanged these ten acres for five from John Jez.

Plans for a hospital were dormant for some time, and then on April 20, 1917, the Sisters announced in the newspaper that a committee of local businessmen would take charge of raising funds and supervise the erection of a hospital building. They were: H. Ballou, treasurer and local manager of the Menasha Paper Co., F.I. Hughes, president of the State Bank of Glen Flora, and R.M. Sensenbrenner, secretary of the Menasha Paper Co. These men undertook the work of fund-raising with the understanding that the Sisters would procure a loan of \$15,000 and they, in turn, would raise an equal amount by public subscription. The loan was obtained and fund-raising began in earnest.

The Articles of Incorporation were drawn up the following month and by May 25, the Rusk County Journal announced that the campaign had reached \$24,500. The committee called on the businessmen for donations and a house-to-house canvass was made covering the entire city.

Other fund-raising activities included a benefit dance at the high school gymnasium in June, a concert on October 30, a fair and supper at True Hall on October 31, a Halloween Ball on November 1, and the sale of promotional buttons.

Construction of the three-story building began on July 13, 1917, with an expected cost of \$30,000. Owing to the World War, the wages and building material costs advanced to such an extent that, when the building was completed in 1918, the cost was double the original estimate.

Work progressed rapidly and the new facility was ready for open house on May 30, 1918. The open house included programs and entertainment, a tour of the building and refreshments. A 50-cent admission price was collected. These proceeds were used toward the purchase of hospital beds.

The dedication took place on June 5, 1918, and the first patients were admitted that day. A mill worker was treated for an injured foot and three other patients needed hospital care. The first appendectomy in June was followed by several other surgeries including the removal of a goiter.

The president of the hospital corporation and first administrator was Sister Mary Alphonse Bradley with Sister Mary Boniface Hayes as director of maintenance. Miss Catherine Mackin, R.N. was director of nurses.

Doctors on the new hospital staff were Drs. Bugher, Lund-



mark, O'Connor, Ross, Stephenson of Ladysmith, Johnson of Bruce and Davis of Weyerhaeuser.

During the flu epidemic of 1918, the hospital staff did admirable work caring for the victims. Rusk County raised funds to remodel and enclose the porches on the east end of the hospital to care for the isolation of those patients.

It is interesting to note that an article in the Ladysmith News-Budget on May 24, 1918, announcing the Open House and giving a description of the new hospital, wrote that: "The Sisters are already planning to erect another building eventually near the hospital to be used as a nurses' training school."

## St. Mary's School of Nursing

Almost as soon as the hospital began receiving patients, young women were accepted as student nurses. Classes for the students were held in the hospital and later in classrooms in the new convent which was built in 1921. A section of the hospital was set aside to be used as a dormitory for the student nurses. In 1920, a large house was purchased from John Eder and became a residence for the student nurses. The building stood on the hill to the west of the hospital. Instructors in the



In the early 20s the east wing of St. Mary's Hospital was enclosed to provide a chapel and a pediatric facility.

School were Misses Mackin, Warnack, M. Boschert, Mattie Hayes, Sister Mary Philip Riede and Sister Mary Gertrude Wachtler, OSM, who was Superintendent from 1925 to 1934.

The course of study included classes in pediatrics, operating room, obstetrics and gynecologics, psychiatrics, communicable diseases, medical and surgical procedures, ear, eye, nose and throat, and diet kitchen. Pediatrics work was taken at Children's Hospital in Milwaukee and obstetrics and other electives at Mount Sinai and Milwaukee County hospitals in Milwaukee. Three months were spent at each of the above hospitals and were included in the three year course requisite for graduation.

An article in the "Ladysmith News" in 1924, noted that the

state board of health in its report on the efficiency of the nurses' training schools in Wisconsin for 1923 showed St. Mary's School of Nursing as rating an A plus.

The first students of St. Mary's School of Nursing were Minnie Stanger Hanson, Lucy Tonnacour, Mayme Glenn, and Helen Haasl Spears. Mayme Glenn was the first to complete the course in 1923, and Helen Haasl graduated later that year on September 16. Graduation ceremonies were held in the convent chapel.

In 1934, the School of Nursing was closed when most small training schools in the state ceased operation. Forty-seven nurses, a credit to their school and their profession, completed their training there.

The hospital staff grew as Dr. W. Smith joined the medical staff in 1924, and in 1932, Dr. Maurice Whalen became a staff member. The number of doctors was again increased in 1939 with the arrival of Dr. Howard Pagel and in 1942, Dr. William Bauer became a member. Dr. D. Bauer was a member of the staff from 1948 to 1950. Dr. J. Murphy came in 1949 and Dr. Ralph Bennett in 1952.

The Depression did not spare Ladysmith and its hospital. Those were dark days for the hospital but friends came to the rescue with donations. The hospital campaign committee, with Rev. E.F. Bell of the Congregational Church as chairman and Theodore C. Crone as secretary-treasurer raised \$4,000. A bazaar netted \$12,000 and Rusk County advanced \$10,000 for the care of the indigent sick. The total debt at that time was \$32,000.

Through the years many improvements were made in the hospital. A house donated by Helen Cullen was moved to the grounds in 1936 and became the nurses' residence. The basement was remodeled to be used as the laundry. By 1940, the hospital was too small for the increasing demands of the community. It was not until 1948, however, that the 35-bed addition was begun. This addition is now the Marshfield Clinic, Ladysmith Center. In 1953, a new kitchen and a meeting room were added. In 1965, a 50-bed nursing home was built adjacent to the hospital with facilities for a larger and improved laundry and central heating plant. This new facility was named St. Joseph's Home on the Flambeau.

## Rusk County Memorial Hospital

On Sept. 1, 1973, Rusk County purchased the hospital and nursing home. The original structure, built in 1918, could not be approved for fire and safety standards and the Sisters were unable to finance reconstruction. After the purchase, the county tore down the 1918 structure and erected a new building adjacent to the nursing home.

The dedication of the new facility, known as Rusk County Memorial Hospital, took place on May 9, 1976. At that time, a representative of the architectural firm, Durrant-Denninger Dommer-Kramer and Gordon of Dubuque, Iowa, presented the keys to Marvin Hanson, Chairman of the Rusk County Board of Supervisors. Hanson in turn presented the keys to Geraldine Diehn, president of the hospital board of trustees. James W. Scheel was the administrator of the new complex.

A large number of area residents attended the dedication ceremony and toured the new facility. These events culminated almost three years of efforts to retain a hospital in the Ladysmith area.

—Sister Alice M. Henke, OSM



# MILESTONES

## The Name Ladysmith

What's in a name? A good story — if you're talking about how Ladysmith was named. The question is frequently asked by visitors and tourists, and a surprising number of local residents can't provide an answer. There are two schools of thought on how the name was chosen. One holds that the village was named for Isabel Rogers Smith, wife of Menasha Wooden Ware Co. President Charles Smith. The second suggests that the village was named for Ladysmith, South Africa. While the former is more widely accepted, there is an element of truth in the latter.

To appreciate how the village was named one has to go back and trace the evolution of the community's four names. In 1885 the Minneapolis, Sault Ste. Marie & Atlantic Railway extended its tracks eastward from Bruce, and surveyors for the Sault Ste. Marie Land and Improvement Co. laid out the plat of Flambeau Falls — the community's first name.

The name was (and is) unquestionably pretty, but it may have been inappropriate. At least, it wasn't accepted by the first inhabitants.

The so-called "falls" more closely resembled a rapids. In fact Magnus Firth, an early lumberjack who later became Chippewa County Clerk, recounted that in 1870 they were known as Crooked Rapids. Firth said it was difficult to pole up the rapids in a boat because they were crooked.

Before the site was dammed in 1901, the drop in the river was measured at about six feet, insignificant compared to Big Falls or Little Falls on the Flambeau. Whether it was a rapids or a falls was immaterial. Timetable No. 2 issued by the S. Ste. M. & A. Railway on Oct. 12, 1885, lists the station as "Flambeau." It was named for the river just as "Deer Tail" (Tony) was named for the creek situated near that station.

Nothing could have been more confusing for the hearty pioneers who had settled the region before the coming of the railroad. To them Flambeau meant either the settlement near the confluence of the Flambeau and Chippewa rivers or the Town of Flambeau, which was established in 1875.

The clerk of the Town of Flambeau in the 1880s refers to the settlement (Ladysmith) as "Flambeau Station," presumably to differentiate it from the "Flambeau" of much longer standing.

The confusion ended when Robert Corbett settled in the hamlet in the spring of 1886. A post office was established in January, 1887, and Corbett was named postmaster. The post office was named "Corbett" in his honor, although the Soo Line continued to use the name "Flambeau Falls" for its station.

For reasons that are not entirely clear, the name of the community was changed to Warner in 1888. One account says that Warner was an official or stockholder in the Soo Line Railroad. Another version suggests that those who owned land in and around the platted village hoped to attract a second railroad to the community by naming it after an official

of another railroad. A second railroad was built to the community after 1900, but Warner then was known as Ladysmith.

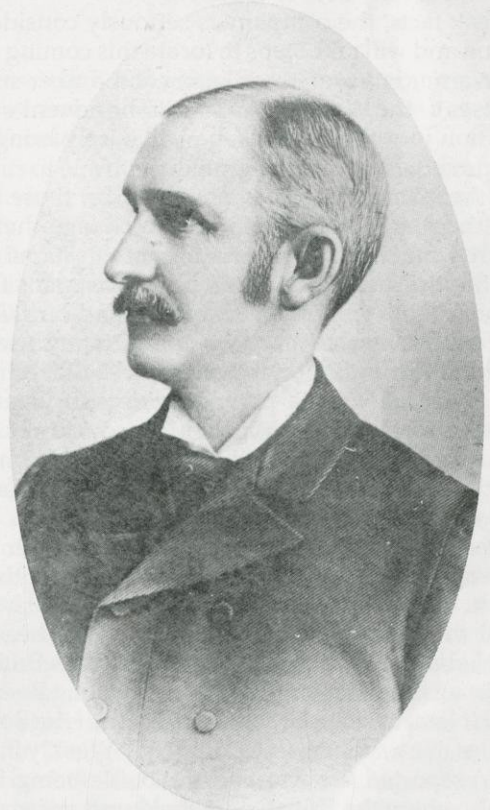
Warner had a population of about 100 residents in 1900, but land dealer James L. Gates of Milwaukee hoped to change that. He owned vast tracts of cutover land which he had purchased from the Chippewa Lumber interests and others. He hoped to sell the land at a profit to settlers.

Gates also was acquainted with Charles R. Smith, president of the Menasha Wooden Ware Co. and prominent resident of Neenah-Menasha. The MWW was planning to build a branch plant at Warner to manufacture staves, heading and lumber.

At that time Smith, a widower, announced he would marry Isabel Bacon Rogers, a well-known Neenah socialite who was either a widow or a divorcee.

The name "Ladysmith" was first suggested at a dinner party held at the home of Mr. and Mrs. W.S. Manning. They had attended the wedding of one of Gates' daughters, and had met Isabel Rogers, the Neenah socialite who was to marry Charles Smith, president of the MWW. A new name for Warner was discussed by the dinner guests and "Ladysmith" was suggested to honor the bride-to-be. It met with everybody's approval.

The May 5, 1900, issue of the "Weekly Journal" printed an



James L. Gates





Charles R. Smith

interview that Gates had given to the "Chippewa Herald." The newspaper article gives the following account of the changing of the name from Warner to Ladysmith.

"By the way, you know that there is an active effort being put forth to boom the village of Warner. Every inducement possible is being offered to the Menasha Wooden Ware Co. to locate a branch factory at Warner. The company is large and wealthy, and is fully able to broaden.

"To speak facts, the company is seriously considering the proposition and will take steps to locate this coming summer. Around Warner is a wealth of hardwood timber suitable to the purposes of the Wooden Ware Co. The advent of so large a corporation into the little village will surely bring a boom that will produce a beneficial growth.

"Now the name Warner is not liked by those who are booming the place so it is proposed to change the name to Ladysmith. Don't infer Mr. Reporter that this name is copied from the South African Ladysmith, but it happens this way.

"The president of the Menasha Wooden Ware Co. is Mr. Charles Smith, popularly known to his many friends and associates as Charley Smith. It is announced that he is soon to wed Mrs. Isabel Rogers, a popular widow of Neenah, and prominent in social circles. Mr. Smith is a widower.

"In honor of this union and as a compliment to the-to-be Mrs. Smith it is proposed to rechristen Warner to Ladysmith. So there you have the story."

The preceding cautions the reader not to infer that the name change had anything to do with the South African Ladysmith. But that certainly was a factor in the choice.

In 1900 the name "Ladysmith" was in the headlines as much as Lebanon is in the news today. The British were engaged in a bloody conflict with the rebelling Boers in The Transvaal, Natal and the Orange Free State of the South African colonies. Newspapers (including the "Weekly Budget" at Apollonia) reported the war and the battle being fought at Ladysmith, where the British were held under siege.

Former Ladysmith resident Charles H. Clark pointed out in a letter that in the autumn of 1899 a young, 25-year-old unti-



Isabel Bacon Rogers who became the bride of Charles R. Smith. "Lady Smith" lived from 1870 to 1950.

tled English aristocrat born to an English Lord and an American mother was dispatched as a non-combatant journalist to accompany British forces in quelling the rebellion.

The journalist was captured by the Boers and held as a prisoner of war, because he had taken up arms. While being imprisoned at Pretoria, he made a daring escape and rejoined the British forces.

The writer was Winston Churchill. He chronicled the war and his adventures in a book entitled, "From London to Ladysmith via Pretoria." The book was finished in May of 1900, according to Clark, and was an instant success. Churchill even traveled in the United States promoting it.

The 115-day Siege of Ladysmith ended on Feb. 28, 1900, after 3,200 British troops had been killed in its defense. The siege was commemorated in a classical piece by that title composed by Theodore Bonheur. One of the British generals who took part in the siege was Col. Baden Powell, better known as the founder of the Boy Scouts.

"It is possible that the good burghers of Ladysmith owe more for the name of their city to Sir Winston Spencer Churchill, than to Mr. Smith, his allegedly indifferent bride or the Wooden Ware Co.," wrote Clark. It is interesting to note that after the name Ladysmith was adopted, the village's baseball team was referred to as "The Boers."

At any rate, the citizens of Warner were receptive to Gates' suggestion that the name of the community be changed to Ladysmith. "Ladysmith is a pretty name and it originates in a pretty romance involving parties who may become interested in the village," observed a newspaper editor in 1900.

Postmaster J.W. Fritz drafted a petition asking Postal officials for authority to rename the village Ladysmith. The petition noted that mail intended for Warner was being delivered to Warrens, Wis., to Warner, Minn., to Warner, S.D. and to Wagner, Wis.

The Soo Line Railroad also approved of the name change.



Official approval of the change came from Washington on May 16, 1900. It became effective July 1 of that year.

The Menasha Wooden Ware Co. did locate a branch plant here in 1900, and the town boomed, much to the delight of Gates. The population grew from a hundred at the turn of the century to over 1,700 by 1905, and Ladysmith became known as the "Mushroom City" because of its rapid growth.

And what of Lady Smith? In all probability she never visited her namesake. The only reference to a possible visit was made in May of 1916 upon the death of Charles Smith. The article mentioned that Lady Smith had visited here when she was a new bride. No mention can be found in Ladysmith newspapers of her coming here in the early 1900s. Certainly such a visit would have commanded some ink, as was the case each time that Charles Smith was in Ladysmith.

Born in 1870, she married Charles Robinson Smith in 1900, five years after the death of his first wife. Smith, a millionaire, was 15 years her senior. Lady Smith's home was not the present Masonic Temple, as some people mistakenly believe. That house was built by N.J. Smith, manager of the Menasha Paper Mill in Ladysmith.

The mansion that Lady Smith called home was a 2½ story structure with 10 entrances, 144 windows and spacious victorian porches. The value of that house was probably more than the whole hamlet of Ladysmith in 1900.

Mrs. Charles Smith loved the theatre and spent her winters in New York associating with theatre people.

When Smith died in 1916, he left an estate valued at \$20 to \$60 million. His widow remarried in 1918 — this time to Orrin Johnson, a veteran of a number of Broadway productions and several silent films. Among the films he appeared in was "Men and Women," which was co-directed by H.C. DeMill, father of Cecil B. DeMill. Johnson retired in 1921 to the Smith Mansion.

Lady Smith had four children by her first husband, but none by Smith. She died at the age of 80 in 1950.

Some hold Lady Smith in contempt for never visiting her namesake. But it must be remembered that it was not her idea to rename the village.

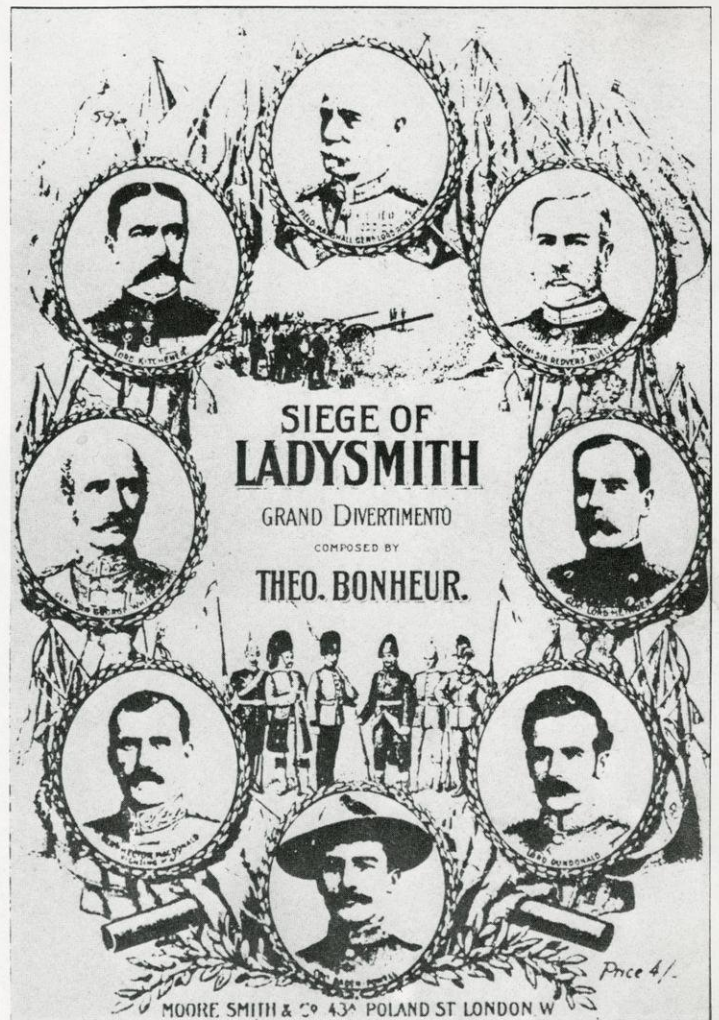
While the name isn't unique (there are at least six Ladysmiths in the world), it is the only one based in part on a romance. That was reason enough to place a Lady Smith in the center of the centennial plate issued by Ladysmith in 1985.

## The County Seat

May 9, 1901, was a memorable day in Ladysmith's history. Mill whistles were blown, flags were run up, firecrackers and dynamite were exploded and guns were discharged by enthusiastic citizens.

What was all the excitement about? Gates County had been created out of the northern townships of Chippewa County, and Ladysmith was named the county seat. Pioneer merchant J.W. Fritz sent a telegram from Madison announcing the good news, and Ladysmith went wild, according to the "Weekly Journal." A meeting was held at Worden's Opera House, and a banquet followed at Corbett's Hall. Toasts were given by O.E. Pederson, "In the Soup and in the Swim;" by R.S. Johnson, "Those Who Wrought;" by W.C. Gerard, "Our New County;" and by J.W. Fritz, "How It Seems to a Pioneer." A song honoring the new county was written and sung to the tune, "A Hot Time in the Old Town Tonight."

Lost in the celebrating may have been an appreciation of



how it was that Ladysmith became the county seat. If a sequence of events hadn't occurred as they did, Bruce or Apollonia could have been the county seat.

Residents of Northern Chippewa County had grumbled for years about how far removed they were from Chippewa Falls, the county seat of Wisconsin's largest county. Chippewa County, after all, was one and a half times the size of Rhode Island, and there was no north-south rail line linking Chippewa Falls with the northern townships. Travel by horse and wagon was slow, and the round trip often took two days.

Residents of Northern Chippewa County, although represented on the Chippewa County Board, lacked a voice in county affairs. That void was filled when the "Weekly Budget" began publication in Apollonia in 1895. Its editor, Frank E. Munroe, was a proponent of a new county.

A bill to create a new county came before the legislature in February of 1897. E.W. Hill and John Tyman of Apollonia, J.W. Fritz of Warner and H.W. True of Glen Flora traveled to Madison to lobby for the bill, but it was defeated, primarily because of disunity among the communities in the would-be county. That was triggered by some behind-the-scenes politics that would have made Apollonia the county seat, contrary to an agreement reached by the villages involved. In a letter to the "Budget," J.W. Fritz wrote that an attempt to locate the county seat in Apollonia, contrary to agreement, was unfair to the people of Bruce, and they had good cause to oppose it. It was understood that selection of a county seat would be by vote. "The people of Bruce and Warner or Glen





The Gates (Rusk) County Courthouse was nearing completion in the spring of 1902 when this photo was taken. The courthouse cost \$25,000 plus \$2,000 for the furnishings.

Flora have as much right to a voice as Apollonia has, and they must be heard," wrote Fritz.

Although the first effort failed, the movement to form a new county did not die. Neither did the behind-the-scenes politicking. A public meeting concerning county division was called on Nov. 27, 1900, at Glen Flora. Bruce and Tony were well represented at the meeting. Ladysmith was represented by J.W. Fritz, W.S. Manning, O.E. Pederson and John Lindoo, who had only learned of the meeting a few hours before the afternoon passenger train arrived. Apollonia had only one citizen present and that may have been because no one had been told in advance of the meeting.

A second meeting was held in December, and all Northern Chippewa County villages except Strickland were represented. At a third meeting in January of 1900, a committee was formed to draft a bill for county division. Its members were J.W. Fritz, John McGee and F.E. Munroe. Fritz and Ladysmith attorney W.S. Manning went to Madison that month to seek legislative support. The bill for county division was drafted at Bruce and introduced into the legislature late in January. The proposed new county was to be named "Rusk," in honor of former Wis. Governor Jeremiah Rusk.

Attorney Manning, the principal lobbyist for the bill, took up temporary residence in Madison. Manning was an officer in the First National Bank of Ladysmith and was the hustling local land dealer for the James L. Gates Land Company.

Gates, who resided in Milwaukee, owned thousands of acres of cutover land in the proposed new county. Most of it was acquired as tax delinquent land. Gates wholeheartedly supported a new county.

"Reporters for some state papers jumped to the conclusion that Mr. Manning was at Madison to endeavor to have the new county seat located at Ladysmith," observed the "Weekly Journal" in February 1901. But the newspaper reiterated that the matter of a county seat was to be settled by the vote of the people of the territory affected.

Northern Chippewa County was well represented at a legislative hearing in Madison in February of 1901. Attending from Ladysmith were Robert Corbett, O.E. Pederson, Del Richards ("Journal" editor) and J.W. Fritz. "We understand that when the Ladysmith delegation at Madison turned their oratorical nose in favor of county division, in the committee of the Assembly, that outsiders were willing to pay an admission fee for the privilege of standing room, wrote the "Journal."

W.C. Gerard, who built the Gerard Hotel in Ladysmith, was credited with making one of the best speeches in favor of county division delivered before the legislative committee.

The "Journal" reported in March of 1901 that Col. Rusk, the late governor's son, was working against the formation of the new county. He apparently had been enlisted by Chippewa County men for that purpose. "As the name (for the pro-



posed county) is Rusk . . . in honor of the colonel's late lamented father," wrote the Journal, "the son's action in the matter is tinged with ungratefulness to say the least."

While Rusk didn't appreciate the honor, "the bill could be amended by changing the name to that of one who will appreciate it," wrote the "Journal." That someone, who was not identified, was James L. Gates.

Attorney Manning said in early May that he was confident that the county division bill would pass. And it did. Governor Robert LaFollette signed the bill within a week. Passage of the bill left residents of Bruce and Apollonia in shock. Each village had hoped for the honor of becoming the county seat.

Had the two communities pulled together four years previous, the bill might have been passed and one of the two would have been the county seat. Since that time, however, the sleepy village of Warner had become the growing boom town of Ladysmith, with a population of about 600, largest in the new County of Gates.

Those in the western portion of the new county who were opposed to the selection of Ladysmith as the county seat asked the circuit court for an injunction to restrain the new county board from issuing bonds for a courthouse in Ladysmith. They questioned the legality of the bill, noting that residents were supposed to have voted on a county seat.

Circuit Judge Parrish dissolved the injunction, but the matter was appealed to the Wis. Supreme Court.

The Supreme Court made its decision public on Dec. 17, 1901. The high court sustained the decision of the lower court and denied a motion for a stay of proceedings in the county seat controversy. The decision was written by Justice Marshall.

The high court's decision was pleasant news to the residents of Ladysmith and to those who favored a courthouse in the center of the county. There was no celebrating in Ladysmith, however, as there had been when the county division bill had been passed in May.

The courthouse was constructed in Ladysmith during the winter of 1901-02 and was completed in the spring of 1902 at a cost of \$25,000 plus \$2,000 for furnishings. A ball was held in the upstairs courtroom in June to dedicate the new building.

The legislature changed the name of the county in 1905 to "Rusk," the name initially proposed. The legislature acted on its own initiative. Assemblyman Brooks said the reason for the change was that Gates had promised to confer \$10,000 in benefits to the new county should it bear his name. This, it was said, was never done. Such an offer by Gates, if indeed it was ever made, probably was voiced in committee. Gates, who was regarded by some as an unscrupulous land dealer, had his political enemies in the legislature. The vote was taken when Senator Noble, whose district included Gates County, was absent. The action took place on the last night of the legislative session, with only an hour's consideration given in both houses, according to the "Chippewa Herald."

The residents of Gates County were shocked to learn of the change in June of 1905. County officers and others signed a petition of protest which was sent to Madison, but Governor LaFollette signed the bill on June 19. Gates said he would contest the action in the courts, but nothing came of his appeal. The "Gates County Journal" retained that name until Nov. 25, 1905, when it was changed to the "Rusk County Journal." Editor Del Crandall said that he didn't want to change the name to "Rusk" only to have Gates win his court case, in which case the name Gates would have been restored.

## The Tale.

Recently a firm in Chippewa Falls acquired a tract of land near here. Monday morning two employees of the firm, Art Charpin and Walter Latsch of Owen, set about clearing the land for their company.

They noticed a large basswood and felled it. Even though it had a large hole some 30 feet above the ground, it looked like good timber. Monday afternoon they struck their saws into the basswood at a point where they expected a cut would give them a 20-foot log and eliminate the portion affected by the large hole. All went well until half way through the log the saw struck a rock. Latsch and Charpin cursed because they knew their saw would be dulled.

After some labor, the men turned the tree trunk over and began a cut on the other side. Before long the same difficulty was encountered, but by turning the trunk about, the cut was finally completed, and the log rolled away, revealing what threw the men into a bad fright.

There, staring up at them, was the ashen face of a man. And there, encased in the living trunk of the tree, was the entire body of a man, fully clothed in coarse homespun and buckskins, which fell away when touched, and the head had been covered with long hair which had been tucked up under a coonskin cap. With the mummified body in the hollow tree was an old muzzle-loading flintlock rifle and a muzzle-loading pistol of fanciful design.

In a pocket of the man's clothes, which were like ashes, were found several decayed bits of paper and a few French gold coins, one of which bears the date of 1664. The only clue to the man's identity was a scrap of official-looking paper bearing the name, Pierre D'Artagan and signed Jacques Marquette.

At first the men's story was laughed at here, but finally it got to an official who perceived the state of "nerves" which the men displayed, and decided there must be something to it. A party of four, including the writer, made a trip to the small clearing, and what we witnessed was ancient tragedy.

For all that it seems the height of incredulity, it is believed on good authority that here in Rusk County has been found the body of Capt. D'Artagan who was lost from Marquette and Jolliet's party on their trip down the Mississippi in 1673. The solution to the body being found in the basswood tree is advanced in the theory that D'Artagan, pursued by Indians, crawled into the hollow tree to hide and being unable to crawl out died there. The peculiar action of the sap of the live basswood petrified the body and preserved it for the discovery of the Owen men.

The body will be brought to this city, where it will be shipped to the State University, and it is probable that if present suspicions are verified, it will be offered to France. D'Artagan was very close to Louis the Great.

—Rusk County Lyre



## The Petrified Man

Mark Twain, perhaps the best storyteller of all time, would have been proud of an obscure reporter for a Ladysmith weekly newspaper. The reporter was Manley Hinshaw and his tall tale has become known as the "Petrified man of Ladysmith."

The article, which appeared on the front page of the Jan. 21, 1926, issue of the "Rusk County Journal," tells of how two loggers supposedly found the petrified remains of an early French explorer in the hollow trunk of a basswood tree near Murry. The story was jumped from the front to an inside page, where the signature, "Rusk County Lyre," appeared at the end of the piece.

A lyre is a musical instrument that resembles a harp. A more appropriate signature would have been "liar." Hinshaw's tall tale, written in a factual manner (possibly to fill a "hole" during a slow news week) turned out to be a real clinker.

Most local readers took Hinshaw's article with a grain of salt. They had previously read one of the Lyre's stories about an inventor at Crane who had extracted static electricity out of the air to run a large motor and wood saw.

The Bear Lake correspondent to the "Journal" wrote that articles by the Rusk County Lyre reminded her of articles written by Poe, and she wondered if the same thing (alcohol) was influencing their production. "They certainly sound like the creations of a stimulated brain (but) in Poe's day, there was no restriction upon the stimulant as there is today (during Prohibition)."

While local readers weren't fooled by the story, just about everybody else was. His little joke backfired when other papers and a news service picked up the story and reprinted it as though it were the Gospel truth.

"Journal" editor Ed Richardson must have had a sinking feeling in his stomach when he received a telegram Feb. 20, 1926. It read as follows: "HAVE STORY ON PETRIFIED BODY. CAN YOU VERIFY? RUSH REPLY COLLECT. WHAT DISPOSITION OF BODY AND PICTURES AVAILABLE. RUSH TONIGHT. LIBERAL PAY. EVANSVILLE COURIER."

The next day, a similar telegram was received from the "Duluth Herald." Richardson had just answered both when a city official came into the "Journal" office with a letter from a newspaper reader in Nebraska. It concerned the authenticity of the petrified man.

These were but a few of the many inquiries. Meanwhile, at the State Historical Society in Madison, curiosity seekers who had read the article gathered in hopes of getting a glimpse of the mummified remains of the man (who did not exist).

In the March 4 issue of the "Journal" appeared an explanation from Joseph Schafer of the historical society. The "Journal" prefaced it as follows:

"The Rusk County Lyre has even burst into the official archives of the State of Wisconsin. In the following clear-cut analysis, the State Historical Society man proves that the petrified man could not have existed. That always has been somewhat of our opinion. Now Mr. Schafer proves it. Read it and weep." Schafer wrote:

"Somebody in the latitude of Ladysmith has perpetrated a bane type of practical joke on a large number of people. He did not deceive us yet we do not for that reason escape a certain amount of annoyance on his account. For men and women write to the Historical Society daily to know if the 'petrified man' has yet been received at the museum, and some of them

have presented themselves in the character of 'viewers of the remains.'

"First, how can a body of flesh be changed to stone or petrified except by the substitution of mineral matter for decaying cells of the the body? Second, what is there about the sap of the basswood tree that could possibly carry mineral matter to a decaying body in its hollow inside?

"Had the trunk of the tree imprisoning a human body been deeply enough buried in the earth to permit water-bearing mineral matter in solution to play upon it under certain conditions, no doubt petrification would be possible. But a body in a standing tree could not be reached at all by mineral impregnated water.

"Third, if the body of a man in a tree had been petrified, how would the integuments of his clothing escape the same fate?"

Thus, the hoax was exposed and the interest in the petrified man died down . . . but only for the time being.

If the mark of a good tale is that it pass the test of time, then Hinshaw certainly succeeded. "The Ladysmith News" (and this writer) still receives inquiries from people who have read about the petrified man in the yesteryear column of their newspaper or some other publication. The story is so fascinating, it begs to be reprinted. There was a flurry of letters in 1976 on the 50th anniversary of the article.

The hoax has been written about in books and newspaper articles, but in spite of these efforts, it lives on. Reporter Hinshaw, curiously, is not mentioned in his own tall tale. One can only imagine him in heaven plucking his lyre and having the last laugh about a hoax that was carried far beyond his intentions or his dreams.

## Ladysmith Mayors

Fourteen men and one woman served as mayors of Ladysmith during the first 80 years of city incorporation (through 1985).

Ladysmith had the distinction of being one of the first cities in the state to have a woman mayor. Dorothy Larson was elected in April, 1972. A woman was chosen mayor of another city at that spring election.

Janelle Thompson compiled the following list of Ladysmith mayors from 1905-1985.

Roger S. Johnson, from incorporation in 1905 until April 9, 1907.

Samuel J. Cardinal, April 8, 1907, to April 20, 1909.

Del H. Richards, April 20, 1909, to April 15, 1913.

A.C. Thompson, April 15, 1913, to April 15, 1919.

George Luell, April 15, 1919, to April 7, 1931.

R.B. MacDonald, April 7, 1931, to April 11, 1943.

James Buchholz, April 11, 1943, to April 11, 1949.

George Luell, April 11, 1949, to April 4, 1952.

Chester P. Burt, April 4, 1952, to April 12, 1954.

George Ohlfs, April 12, 1954, to April 3, 1958.

Charles Zimmerman, April 3, 1958, to April 7, 1960.

George Ohlfs, April 7, 1960, to April 5, 1962.

Clarence Gustafson, April 5, 1962, to April 13, 1964.

Harley Ohlfs, April 13, 1964, to April 25, 1966.

Chester P. Burt, April 25, 1966, to April 10, 1972.

Dorothy Larson, April 10, 1972, to April 26, 1976.

Ron Evert, April 26, 1976, to April 24, 1978.

Clarence Gustafson, April 24, 1978, to April 1980.

Ron Evert, April 1980, to April 1982.

Lynn Fredrick, April 1982, to April 1986.



# CENTENNIAL ACTIVITIES

## Centennial Committee

Planning for Ladysmith's centennial observance began in the spring of 1984 when Mayor Lynn Fredrick appointed a Ladysmith Centennial Steering Committee. Its members were Minnie Day (chairman), Ruth Williams Bennett, Dewey Floberg, Sr. Alice Henke, Ruth Jonasen, Don Rubow, John Terrill and council liaison Arnold Hoff.

The first order of business was to establish when Ladysmith should observe its 100th anniversary. Members decided to celebrate the centennial in 1985, noting that the railroad had built to this location in 1885 and Flambeau Falls was platted in October of that year. Village and city incorporations did not occur until 1901 and 1905, respectively.

Members agreed that the centennial should be a time for celebration, but the historic aspects should be emphasized in activities and events.

The committee decided that fund-raising was a high priority. Centennial buttons, plates and cups were suggested at the first meeting. Groundwork was laid for a centennial ball, and a centennial flag was discussed.

Members said it was important to involve as many people as possible in planning the centennial. They voted not to accept the per diem to which they were entitled as members of a city committee. The members decided to hold events



Committee members from left: Donald Rubow, Harold Schiotz and Helen Schiotz.



Pictured from left: seated — John Terrill, Kent Ohlfs and chairman Minnie Day; standing — Ruth Jonasen and Melanie Meyer.



Committee members pictured from left: seated — Elaine Armstrong and Judy Hanks; standing — William Schломann and Dewey Floberg.





Pictured from left are committee members Jim Murphy, Dorothy Murphy and Sr. Alice Henke, OSM.

monthly, beginning in January. These activities were to lead up to Centennial Week, July 12-21, during which the centennial edition of the Northland Mardi Gras would be held.

In addition to the original seven members, the committee included community members who attended meetings faithfully and participated in projects. They include: Judy Hankes and Bill Schlomann, both of Tony; Kent Ohlfs, Melanie Meyer, Jane Brink, Jim and Elaine Armstrong, Bud Conklin, Jim and Dorothy Murphy and Diane and Orville Kapp, all of Ladysmith.

Others who worked actively on projects outside of the committee setting included Lasetta Murtha, who spent hundreds of hours heading the centennial museum, and Harold and Helen Schiotz, who worked on the all-school reunion. Those who volunteered for specific activities are listed accordingly.

The public was invited to provide input at meetings and take part in centennial projects. Some ideas had merit, but could not be carried out. Mark Halada suggested a Soo Line steam excursion to Ladysmith, but the railroad rejected the idea. Committee member Judy Hankes suggested creating a park on a vacant corner lot west of the Security State Bank. The idea was pursued with the thought of purchasing the land. As that was not feasible, the park plan was put on hold until a lease was drafted in late spring and a park developed in time for Centennial Week.

The Centennial Steering Committee held 15 public meetings prior to centennial week, each meeting lasting an average of three hours. The members, and countless others, volunteered many hours to make Ladysmith's centennial celebration a success.

## Centennial Dances

What would a centennial be without a ball? Ladysmith kicked off its centennial celebration with a Pioneer Ball held Feb. 16 at the fine arts center of Mount Senario College.



From left are committee members Ruth Williams Bennett, Richard Conklin and councilman Arnold Hoff.

Planning for the ball began in July of 1984. Committee members who set the Jan. 19 date could not have forecast that the temperature would be 30 degrees below zero that night. The committee rescheduled the dance for Feb. 16. The event was chaired by Elroy and Judy Ludvik, with help from Minnie Day and Abe and Mary Christman.

Newspaper articles and radio programs got local residents thinking about centennial costumes, and it was announced that prizes would be given for the best handmade and heirloom costumes in various categories. Jim and Dorothy Murphy chaired the committee on costume judging.

Music for the ball was provided by Lloyd Barrows and the Centennials, a local group with collective musical experience of over 100 years. Members in addition to Barrows on trombone were: Ruby Taylor, piano; Lester "Soapy" Grooms, sax; Dale Baldwin, sax; Jim Armstrong, trombone; Hugo Oja, drums; Dick Cilek, clarinet and concertina; Erwin Wickstrom, bass; Don James, trumpet; and Everett Siemund, guitar. The musicians donated their talents.

Costumes at the ball ranged from century old dresses with bustles to homemade pioneer dresses. Costume judges Betty Silvernale, Judy Hankes and Mr. and Mrs. Mel Wedwick had a difficult job selecting the winners. Receiving centennial plaques for their costumes were: Kathy Moreau, heirloom dress; Betty Chmielowiec, most original handmade costume; Donald Ruedy, best man's formal dress; Gerri Hanson, best pioneer dress; Gene and Debbie Zillmer, best couple in pioneer dress; and Mr. and Mrs. Al Schneider, best couple in formal dress.

Arriving too late for judging, but recognized for their unique costumes were Bob and Mary Miller as voyageur and Indian princess, respectively.

The band took only two short breaks in four and one-half hours and played past midnight.

A second centennial dance was held at the fine arts center in June, with the same band playing. A street dance was held in downtown Ladysmith in August.





Contestants pass by the judges at the first pioneer ball. Among those pictured from left are Nancy Stevens, Al Christianson, Janet Taylor, Sr. Lucy Daniels and Verna Perona.



Mayor Lynn Fredrick and wife, Sue.



Ben Kowaleski and Kelly Gauter.



Mr. and Mrs. Al Schneider, best formal dress.





Bob and Mary Miller



Brad and Terri Huff



Gene and Debbie Zillmer, best pioneer dress.



Costume winners Donald Ruedy, Gerri Hanson, Betty Chmielowiec and Kathy Moreau.



Members of Lloyd Barrows and the Centennials are from left: Everett Siemund, Ruby Taylor, Erwin Wickstrom, Hugo Oja, Dale Baldwin, Jim Armstrong, Lester "Soapy" Grooms, Dick Cilek and Barrows. Hidden from view is Don James.



Betty Chmielowiec, best Handmade dress.



## Plates and Mugs

The idea of issuing a Ladysmith Centennial Plate and matching coffee mugs was discussed at the first meeting of the Centennial Steering Committee in June of 1984. Specifications for a 10½-inch earthenware plate called for printing a design on the face of the plate and an inscription on the reverse side.

Plate committee members Ruth Bennett, Ruth Jonasen, Sr. Alice Henke and John Terrill met to discuss a format for the front of the plate. They favored a large design in the center of the plate, surrounded by buildings. The group chose a blue imprint on a white background and decided later to include a gold rim.

Various plate designs were formulated and then presented to the full committee for voting. The committee picked the design with Lady Smith (Mrs. Charles Smith) in the center, and with the following Ladysmith buildings: the courthouse, 1902; the Gerard Hotel, 1901; the West Side School, 1902; Fritz's Pioneer Store, 1901; The Hotel Baker, 1902; the paper mill and Menasha Wooden Ware; the Carnegie Library, 1907; the Corbett Hotel, 1885-86; the State Bank (old Pioneer Bank), 1912; and the first Soo Line depot.

On the reverse side was printed the following:

"Ladysmith began as Flambeau Falls in 1885, the year the railroad was built here. Robert Corbett came in 1886, erecting a sawmill and operating a hotel. The settlement was called Corbett and then Warner (after a railroad official). The village was renamed Ladysmith in July of 1900, in honor of the bride of Charles Smith, president of the Menasha Wooden Ware Co. The name was an inducement for Smith to locate a branch plant here. The mill was built, but Lady Smith never visited her namesake. The village boomed, became the county seat in 1901 and was incorporated as a city in 1905."

The committee awarded the plate and mug bids to Crescent Co. of Ladysmith, one of three bidders. The plate was produced by Buntingware in East Liverpool, Ohio. One thousand 1st edition plates were ordered. A second order of 500 plates was made. The plates sold for \$12 each. There were 30 numbered plates.

Four of the buildings from the plate were selected for the coffee mugs. They were the courthouse, the West Side School, the Hotel Baker and the State Bank. Each appeared on a mug along with a portrait of Lady Smith on the reverse side. The mugs sold for \$4 apiece or \$14 for the set.

## Centennial Stein

The year 1985 was not only Ladysmith's centennial; it also was the 100th anniversary of rail service to the community.

To commemorate that anniversary, the Ladysmith Centennial Steering Committee issued a 20-ounce ironstone beer stein designed by John Terrill and Kent Ohlfs. One side of the stein featured the familiar Soo Line "dollar sign" herald in red and white surrounded by the initials for the Soo Line ("M. St. P. & S. Ste. M. Railway"). The second side depicted Ladysmith's first depot, built in 1885, and the words "100 Years of Rail Service, Ladysmith, Wis., 1885-1985."

The bid for the steins was awarded to David Beckman and Associates of Eau Claire. The steins were produced by Buntingware in East Liverpool, Ohio. Fifteen numbered steins were sold at auction.

## Centennial Button

Ladysmith Centennial Buttons were seen nearly everywhere during 1985.

The buttons were designed by the promotion committee, with Judy Hankes and Ruth Williams Bennett doing the artwork. The colorful buttons also were symbolic. They pictured a lumberjack and a farmer flanking a saw blade, which contained the early names of the community: Flambeau Falls, Corbett and Warner. Above them were the forest and a soaring eagle. The lower part of the button featured a Soo Line locomotive.

The buttons were sold for one dollar to raise money for centennial activities. Button holders were entitled to a pancake breakfast on the morning of the all-school reunion.



Middle School principal Robert Bricco and students Stacy Musselman, left, and Wayne Woodward, right, are pictured with a Ladysmith flag presented to the school by the Centennial Committee.

## Centennial Flags

Flags were an important part of Ladysmith's centennial celebration.

At the very first planning session, it was suggested that a centennial flag be designed for Ladysmith. A subcommittee was assigned the job of designing a flag or pennant with a centennial theme. As the project developed, it was decided to create an official city flag for Ladysmith. Based on input from the subcommittee, artist Judy Hankes drew a flag design. It was revised several times before a final design was approved by the full committee. The proposed flag was shown to the city council, and that body adopted it as the city's official flag.

The two foot by three foot blue flag features an oval center design bordered by what appears to be scroll work. A closer look will reveal a statement about the city's long association with paper production. A saw blade, representing the sawmill industry, contains symbols representing Ladysmith as a center for county government, religion, medical care, industry and education. Flanking the saw blade are a lumberjack with one foot on a stump and a farmer standing on a rock. Above them are trees of the forest and a soaring eagle. Below them is "Old Smoky," a scene depicting Indians fishing by torch-



light, and the words, "On the Flambeau River." The flag lists village incorporation in 1901 and city incorporation in 1905. The multi-color design is printed on a blue background. It was produced at Artisan's screen printing at Glen Flora. The flags were available in one-sided and two-sided designs.

To complement the city flags, the committee decided to purchase American Flags and display them in the downtown area and on Lake Avenue. William Schломann coordinated the project. The flag brackets were made by students in the Ladysmith High School industrial arts department, under the direction of Rod Marinucci and Jim Steeber. Schломann secured the 3 by 5 foot flags, which were put in place late in the spring by members of the Ladysmith city crew. The American flags will be displayed every year. Many favorable comments from visitors were received. The Legion donated smaller flags for the bridge.

## Centennial Quilt

The residents of Ladysmith in 1985 represented a diversity of ethnic backgrounds, education, work experience and aspirations. Yet a common thread bound them together as a community celebrating its centennial.

Two dozen area women demonstrated that sense of community by working together to produce two centennial quilts. One featured historical themes on the 20 appliqued blocks. The 76 by 90 inch quilt was donated to the City of Ladysmith and is on permanent display at city hall. The second quilt, a sampler, was given away as a raffle prize.

Blocks for the applique quilt were designed by Ruth Williams Bennett and sewn by women of the area during the winter of 1984-85. The 20 finished blocks were collected March 1, and the work of assembling the quilt began. Each block was framed in a deep rose-colored material. A cream-colored fabric, which matches the border of the quilt, was then sewn between the blocks to form a sash. The border was added as a final step.

Quilting was done in a frame at Bennett's home. Batting was sandwiched between the front design and the backing. A

fancy chain design was sewn onto the border of the quilt.

Those sewing blocks were: Gertrude Turner, a lumberjack couple and a logging scene; Zella West, the courthouse; Holly Davis, a map of Ladysmith; Gertrude O'Connor, Congregational Church (first church in Ladysmith); Irma Bragg, Memorial Park and a farm scene; Kathy Shimko, violets; Barbara Novak, old Pioneer Bank; Helen Dean, Mardi Gras scene; Betty Hibma, cardinal; Karen Peterson, deer; Arla Biller, log drive scene; Jane Brink, fish on a stringer; Jacqueline Biller, river scene, Baker Hotel and Carnegie Library; and Ethel Biller, trilliums. Bernice Dukerschein's block showing a Soo Line steam locomotive, was a sample.

Quilters included Gladys Hoover, Martha Peggar, Grace Schultz, Linda Gorby, Ann Bejcek, Ruth Williams Bennett, Jane Brink, Jackie Biller, Jean Martin, Gertrude Turner, Jean Pevovar and Ethel Biller.

Betty Silvernale oversaw work on the sampler quilt, which consisted of 15 colorful blocks. Working on the quilt were: Phyllis Matlack, Irma Bragg, Irene Stine, Martha Bloomer, Zella West, Marie Kernwein, Hazel Leonhard, Helen Nelson, Fanny Miller, Bea Suess, Barb Lungren, Ethel Sowiak, Georgia Niepow, Kathy Shimko, Catherine Teschler, Nan Bricco and Betty Silvernale.

The volunteers received recognition for their work at a reception, held June 7 at city hall. The two quilt chairmen introduced those who had contributed their time and talent to the project.

The sampler quilt was awarded as a raffle prize during centennial week. It was won by Donna Winters of Waukesha.

More than 800 hours of work went into producing the two quilts, which are priceless keepsakes of Ladysmith's centennial celebration. Those who participated viewed it as a labor of love.



An old-fashioned quilting bee was held at the home of Ruth Williams Bennett as volunteers completed the Ladysmith Centennial Quilt which is displayed at city hall. Pictured clockwise from lower left are Ann Bejcek, Jane Brink, Gertrude Turner and Jacqueline Biller.



Working on the Ladysmith Centennial Quilt were clockwise from left: Grace Schultz, Gladys Hoover and Martha Peggar.





Hundreds of hours of labor went into making this Ladysmith Centennial Quilt which is on display at city hall.



Gertrude Turner sews a block that she made for the Ladysmith Centennial Quilt. The colorful design depicts a lumberjack couple.



Brad Stoughton and Anisha Lal, second grade students.



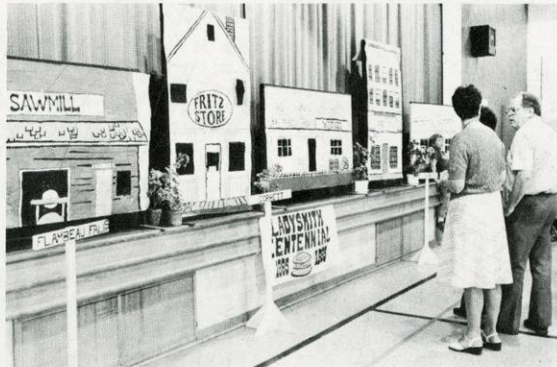
Andrea Bradshaw and Angel Tiegs took part in the centennial program held downtown.



Maureen Fromme directed the Ladysmith Elementary School 4th and 5th grade choir at the centennial program held in downtown Ladysmith.



Tammy Purdy and Gina Engelhardt recited lines from memory during the centennial program. They are third grade students.



Early buildings of Warner were represented by students of the Ladysmith Elementary School. They were exhibited at an open house at the school in May.



Cory Haskins, 1st grade student, gave a recitation during an outdoor centennial program.





Joseph Tomasovich was one of the local entries in the fiddling contest held at the Pioneer Exposition.



Exhibitor Bob Miller, right, talked about logging history as Ed Witkiewicz, Bob Ringstad and Harvey Orme listened intently. Displayed on the table were log stamping hammers and Indian artifacts.



Louie Havluj explained the art of violin making to a young lad attending the Pioneer Exposition.

## In the Schools

Ladysmith's centennial was a learning experience for students, especially those at the elementary and middle schools.

Each classroom at the elementary school incorporated local history into its curriculum during the second semester of 1984-85. The culmination of that work was shared with the public at a school exhibit May 9 and at an outdoor program held in downtown Ladysmith on May 16.

Featured at the exhibit were colorful representations of Ladysmith's historic buildings, including Corbett's sawmill, J.W. Fritz's store, the Manley Hotel and John Lindoo's saloon. Ladysmith Elementary 5th grade students designed blocks for a quilt, which were made with help from their mothers. The designs included an old car, a school house, and a steam locomotive, just to mention a few. Special education students made a quilt depicting lumberjacks. Both quilts are on permanent display at the school.

Elementary students designed and completed a jelly bean mosaic commemorating Ladysmith's 100th birthday. Art students made a plaster bust of "Lady Smith," and kindergarten students made a giant birthday cake from cardboard. It was

displayed at the centennial exhibit. Other items of interest included old books, kitchen utensils, the personal effects of Ladysmith's first mayor (R.S. Johnson) and an old phonograph that operated without electricity (the kids were amazed).

The outdoor program, May 16, included musical selections (directed by Maureen Fromme), recitations, poems, skits and historical readings. Many students were dressed in period costumes. In spite of cold, windy conditions, spectators stopped to listen and applaud the efforts of the youngsters.

Teachers said their students truly were interested in the centennial activities and studies. The memory of their participation in the community's centennial celebration will remain with them throughout their lives.

Junior high students held a box social, tried to guess the identity of gadgets from the past (displayed weekly in a trophy case) and discussed Ladysmith history.

The highlight of the high school's participation was the Ladysmith Centennial Singers, directed by vocal music teacher Karen Ek. The young men and women, dressed in formal wear and long dresses, respectively, performed at various functions during the year. The high school also held a school fair in April, at which old trophies and annuals were displayed.

## Pioneer Exposition

The primary emphasis of Ladysmith's centennial observance was to create an awareness of and appreciation for local history. That theme was carried out in a Pioneer Exposition held March 29 and 30 at the U.S. Army Reserve Center in Ladysmith.

The project was chaired by Melanie Meyer of the centennial committee, and by Don McEathron and Betty Silvernale of the Rusk County Historical Society. Arrangements were made so that elementary students from Bruce, Flambeau and Ladysmith could be bused to the exposition on Friday. Exhibits and demonstrations were repeated Saturday, when the general public attended.

Those exhibiting and demonstrating gladly answered questions and engaged in dialogue with the public. In many cases the items on exhibit could be touched, worked or sampled. The atmosphere was conducive to learning, according to the chairmen.

Among the demonstrators were: needlepoint, Ann King; tatting, Irma Bragg; cross-stitching, Terry Zajec; coffee grinding, Rozma Limbeck; saw filing, Phil Swentonoski; watch-



Irma Bragg demonstrated the art of tatting to youngsters attending the Pioneer Exposition.



making, Gordon Johnson; gun smithing, Jim McCabe; violin making, Louie Havluj; clothes remaking, Ethel Soviak; rug making, Opal Whittenburger, Inez Robertson and Gilbert Nelson; spinning, Jane Brink, Winnie Johnson and Ann Wallace; rosemaking, Jim Fromme; corn husk dolls, Pat Galetka; quilting, Patti Bisson; arrowhead display, Gladys Kostka; wild rice harvesting and peace pipes, Larry Gross and Janet Platteter.

Chair caning, Betty Silvernale; log stamp hammers, Bill Balko, Bob Ringstad and Norm Maxon; painting, Esther Rands and Shirley Diedrich; Buck saw, Bill Balko and Leon Warren; butter churning, Bill and Margaret Schlomann; hair curling, Rosma Limbeck; Hudson Bay trading bead display and voyageur's artifacts, Bob and Mary Miller; woodcarving, Frank Britten; grindstone, Paul Limbeck; rug making, Inez Robertson; and jester, Mrs. Walter Edming. There also was a display of quilts, afghans and old lace.

Among the many conversation pieces were an iron felling ax from the late 1600s that was recovered from the Chippewa River near Bruce, trading axes from the 1700s and trading beads dating to the late 1600s.

Entertainment was provided by the Ladysmith High School Centennial Singers, under the direction of Karen Ek, and by other groups.

Rick Hamilton won the fiddling contest. Other participants were: Vernon Lincoln (second), Walter Olesiak (third), Louie Havluj, Joseph Tomasovich and Aaron Gross.

## Bridal Show

Local organizations were encouraged to participate in the centennial by sponsoring projects and events with a historical theme. The Ladysmith Jaycee Women held a Ladysmith Centennial Bridal Show and luncheon April 20 at the Ladysmith High School cafeteria. The event, which was the last project of the Jaycee Women before disbanding, drew about 200 women.

Bridal fashions from 1887 to 1984 were featured in the show. The oldest style modeled was a reproduction of a wedding dress worn in 1887. Karen Ek wore the blue dress which was patterned after her grandmother's.

Other old dresses included the Mary Hebert Trepanier dress from 1895, the Martha Ketel Wegner dress from 1892, the August and Wilhelmina Fritz suit/dress from 1892, the Rosa Cox Sergeant dress from 1903 (she was married in Ladysmith), the Janet Turner Michaelson dress from 1905, the Meta Spreckels Bladow dress from 1909 and the Edith Barstad dress from 1915.

Among the stylish dresses from later years were the Viola Sobieski Plaza wedding dress from the roaring '20s, and the burgandy wedding dress worn by Lil Sergeant in 1935.

Entertainment was provided by Ladysmith High School vocalists C.R. Snider, Merle Coggins, Kurt Hoesly and Emery Barg, under the direction of Karen Ek.

Models were: Kim Irish, Angie Riegel, Gina Riegel, Billi Jo DuBiel, Kori Gustafson, Lori Larsen, Lynn Sackmann, Sue Plantz, Sharon Pedersen, Pat Blackstock, Elaine Armstrong, Meg Zuck, Judy Whittenberger, Connie Teska, Sandy Kramer, Helen Woodbury, Judy Ludvik, Karen Ek, Tiffany and Derek Syples, Irene Titera, Jane McKittrick and Ann Jennerman.

Sandy Kramer and Donna Syples chaired the show, and Sandy Weiler introduced the models and read descriptions of the dresses.

## Art Contest

Local artists had an opportunity to participate in Ladysmith's Centennial by entering a Centennial Art Contest.

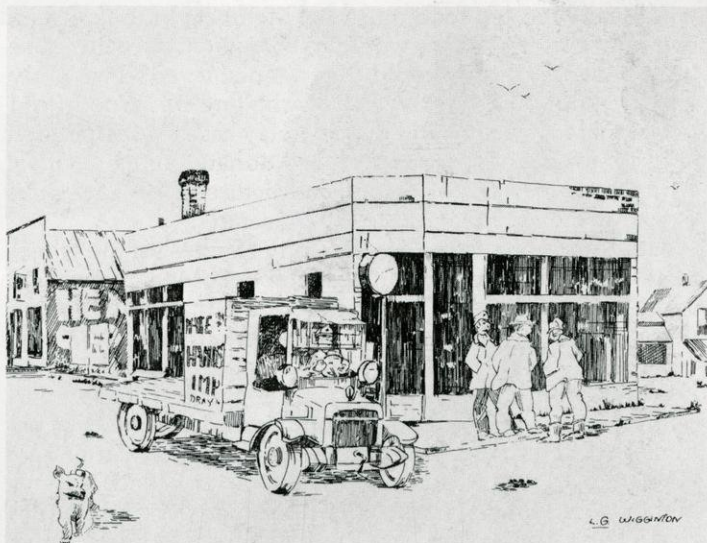
Artists had until March 15 to submit pen and ink drawings on a centennial theme of their choice. A total of 13 entries were received from 10 artists. Judging the artistic merit of the entries were Kevin Westlund, Bruce artist; Donald Furst, art professor at Mount Senario College; and Ruth Williams Bennett, Ladysmith artist. Historical content was evaluated by Harold Schiotz, Bud Conklin and Betty Silvernale.

Winning first prize of \$100 for her drawing of the first Soo Line depot in Ladysmith was Terri Huff. Second prize of \$75 went to Lynn Wigginton of Exeland, who drew Nate Hand's delivery truck in front of the Coon Hardware store. Esther Rands of Ladysmith won third prize of \$50 for her drawing which depicted various logging scenes. Fourth prize of \$25 went to Georgia Blankenship of Weyerhaeuser for her entry which capture aspects of Ladysmith's history.

The winning entry was reproduced as a centennial print

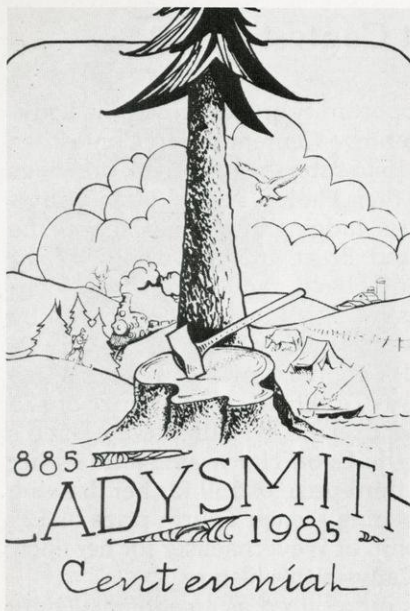


First place — Terri Huff

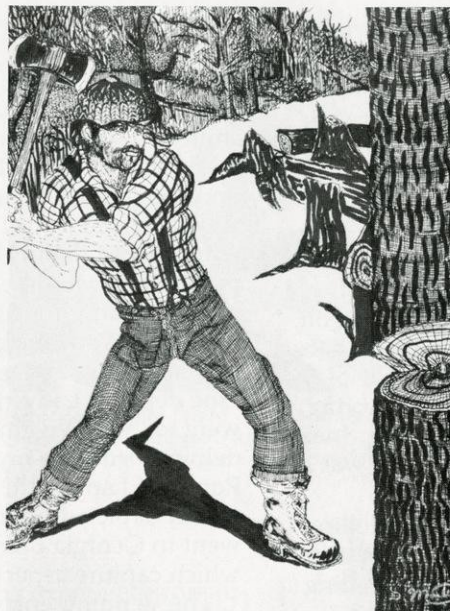


Second place — L.G. Wigginton





Fourth place —  
Georgia Blankenship



"The Lumberjack"  
Daniel Marble



"The Courthouse"  
Brent Talledge

entitled "Waiting for No. 85." That theme was chosen because Huff's drawing was based on a 1901 photograph of the depot. Train No. 85, the westbound local, arrived at the depot just before noon. The signed and numbered prints, which sold for \$20, each, were produced at Flambeau Litho at Tony.

The artists were honored at a reception at city hall in June. In addition to the prize winners, those entering the contest included Daniel Marble of Bruce, Judy Hanks of Tony, Doris Moore Copsey of Bruce, and Brent Talledge, Jo Faith Martin and Jane Brink, all of Ladysmith. The entries were displayed during the summer.

## Centennial Museum

It was a vacant building on main street until a dedicated group of individuals transformed it into Ladysmith's Centennial Museum, a place where history seemed to come to life.

Although it was quite small, the building east of city hall was ideally located for a museum. Members of the museum committee felt that items would be brought in once the museum opened, but how could they be displayed? Two Ladysmith manufacturers solved that problem. B.J. Wood Products donated wooden and glass display cases, which offered security for valuables, and Conwed donated office dividers, which were perfect for displaying pictures. The Ladysmith city crew moved the items to the museum.

Museum committee chairman Judy Hanks set the wheels in motion, but it was committee member Lasetta Murtha who oversaw the day-to-day operation of the museum. She was there nearly every day for two and one-half months.

The exhibit opened July 1 and expanded each day as more items were brought in. There were logging artifacts, tools, phonographs, dresses, school annuals and hundreds of pictures showing Ladysmith residents and scenes. An antique kitchen, complete with a cupboard, table and place settings, kitchen utensils and mannequins dressed in period costumes, was set up near the front window of the museum. Among the many conversation pieces was a miniature cast iron cook stove that a salesman once carried with him when calling on stores.

People seemed to enjoy everything, according to Murtha, but they took particular interest in looking at the pictures. Nearly 1,700 signed the guest register, and that did not begin to account for everyone who visited the museum. The busiest time was on the weekend of the all-school reunion, according to Murtha.

Centennial buttons, plates, mugs, steins, flags and post cards were sold at the museum, and orders were taken for "Ladysmith Lore, A Centennial View."

Hundreds of items were loaned by 95 exhibitors. Each item was numbered and catalogued, under the guidance of Rosma Limbeck and Betty Silvernale, and everything was returned when the museum closed in August. Many items were donated to the Rusk County Historical Society for permanent preservation.

Those working on the museum in addition to Hanks and Murtha were: Jean Martin, Betty Silvernale, Dave Badgley, Kathryn Wickstrom, Helen Schiotz, Bud Conklin, Al Christianson, Jo Martin, Bill and Margaret Schlomann, Irma Bragg, Julie Jerabek, Penny Barker, Cheryl Martin, Ann Gallagher, Gertrude Turner, Naomi Schreiber, Ayner Boss, Mr. and Mrs. Robert Campbell, Bernice Dukerschein, Rosma Limbeck, Sr. Alice Henke, Vera Golubiff, Karla Hanks, Ruth Towne, Mary Parker, Gertrude O'Connor, Carol Bergsbaken, Minnie Schneider, Pat Sterlinske, Elaine Wegener, Vivian Sorenson, Ila Parker, Louise Pestel and Mr. and Mrs. Richard Nybakke.

Exhibitors included: Doris Copsey, Wilbur J. Kellar, James Armstrong, Ruth Whitmore, John Styczinski, Jr., Ruth Towne, Edward Heiny, Bert and Gertrude Turner, Leo Van Heesch, Norman Maxon, Ladysmith Elementary School, Mr. and Mrs. John Rauhut, Betty Silvernale, Margaret Lorenz, Mona Speich, Melvin Thomm, Doris Bretheim for Julia Frojen, Mr. and Mrs. Richard Nybakke, Claire Lundmark, Lasetta Murtha, Reuben Woods, Louise Woods, Evelyn McKinney, William and Margaret Schlomann, Linda Hayes and Ann Gallagher.

Jean Martin, Martin Hoveland, Blanche Lindoo, Alan Christianson, Al Wiles, Pat Sterlinske, Shirley Geier for Damian and Sophie Geier, Margaret Hendrickson, Roy Whittenberger, Fannie Miller, Kathryn Wickstrom, Charles Lightle, Minnie Schneider, Mrs. Roy Larsen, Ray Jacques, Josephine Janowski, Vera Golubiff, Fay Crye, Stanley Wro-





Lasetta Murtha worked at the Centennial museum nearly every day it was open. She helped set up the displays and sold items at the registration table. Above, she is pictured in front of two quilts.

bel, Ted Styczinski, Minnie Day, Robert Goldsmith and Robert Johnson.

Ruth Jonasen, Minnie Hanson, Doris Forster, Lucille Rapp, Dorothy Evjen, Donovan Raasch, Shirley Townsend, Mildred Fandel, Debbie Zillmer, Maxine Novak, Jim Schultz, Rosma Limbeck, Cecil Van Wey, Curtis Deuel, Rusk County Historical Society, Sr. Cecilia Fandel, Wally Sokolowski, Ray Nelson and Harold Drummond, Sisters, Servants of Mary and Sr. Lucy Daniels.

Harold Wuerth, Jeannette Tiews, Diane Kapp, Judy Hankes, Robert Hanson, Leona Ohlfs, Marie Wise, William



This miniature cook stove was carried by salesmen who called on stores. It was one of many interesting items displayed at Ladysmith's Centennial Museum during the summer of 1985.



Lasetta Murtha, right, and Judy Hankes, left, put the finishing touches on a display near the front window of the Ladysmith Centennial Museum.



Sieg, Helen Schiotz, Richard Conklin, Gertrude O'Connor, Verna Perona, Irene Stine, Peg Feirtag, Diane Fetke, Kathy Shimko, Allie Rimert, Rosie Schindler, Ruth Williams, Jean McCabe, Margorie Gerken, E.L. Bruger estate, Bernice Dukerschein, Louis Havluj and Mount Senario College.

Museum exhibits also were located at the Soo Line depot and at the Olsen and Gouze law office (old Pioneer Bank). The former featured railroad artifacts, including lanterns, timetables, a kerosene light from an old passenger coach and pictures. The latter included a display of china, shaving mugs and razors, and other collectibles.

The Soo Line Railroad parked a special caboose on a siding by the depot on the weekend of the all-class reunion. It contained historic photographs and timetables as well as views of the modern Soo Line.



Carl Lokker restored the six-chime whistle from "Old Smoky." Years of grime and paint were sandblasted off the old brass whistle.

## Steam Whistle

The nostalgic sound of a steam locomotive's whistle was again heard in Ladysmith during the summer of 1985.

The whistle from Old Smoky, the Soo Line 2-8-2 locomotive, was connected to a steam line at Pope & Talbot Paper Mill and was blown daily at 7 a.m., noon and 3 p.m. Mill employee Ed Haasl made the fittings and attached the whistle to the steam line.

The six-chime whistle was taken off the locomotive by retired Soo Line employees Carl Lokker and Ed Broten. Lokker restored the 65-year-old brass whistle, which had been caked with layers of paint and grime. The whistle's six chambers produced a harmonic sound characteristic of latter day steam locomotives. Old Smoky was built in 1920 by the American Locomotive Co. and retired in 1955. Live steam

hadn't passed through the whistle for 30 years — until June of 1985.

While the mill's steam pressure fell short of Old Smoky's, the haunting sound brought back memories for many older residents and introduced the younger generation to a sound that once was commonly heard in Ladysmith.

## Centennial Square

Development of a centennial park on the vacant corner lot west of the Security State Bank was first suggested in July 1984 by Judy Hankes, who came to a meeting of the Ladysmith Centennial Steering Committee. She envisioned a place with benches, planters and a mural that would be painted by local artists. The idea was well received.

Enthusiasm turned to disappointment when the committee learned of the asking price for the property. Members felt that the committee could not raise that amount of money, nor justify the expenditure. The project was put on the back burner until the spring of 1985, when a lease arrangement was discussed with the owners. Details were worked out in early May, with the city leasing the north 40 feet of the lot. The council agreed to provide \$2,000 toward the project. The Centennial Committee was responsible for the remaining costs.



Earl Monnier and John Holm of the city crew chipped away the foundation of the old Grooms building as work began on Centennial Square, located on land leased from Melinda Olsen and Catherine Gouze.



Boy Scouts, supervised by leader Joe Baye, helped in the early stages of construction of Centennial Square.





Jerry Selvig adjusts a wire in an old city street light incorporated into the design of Centennial Square.

Centennial Square was designed around two old-fashioned city street lights. The small one, which came from the railing by the Gerard Hotel, was the focal point of an octagon bench-planter in the center of the square, according to square designer John Terrill. The taller street light was placed in the northeast corner. The design called for a drinking fountain, two shade trees and grass to add greenery to the downtown area. Construction began in mid-May — only six weeks before Centennial Week.

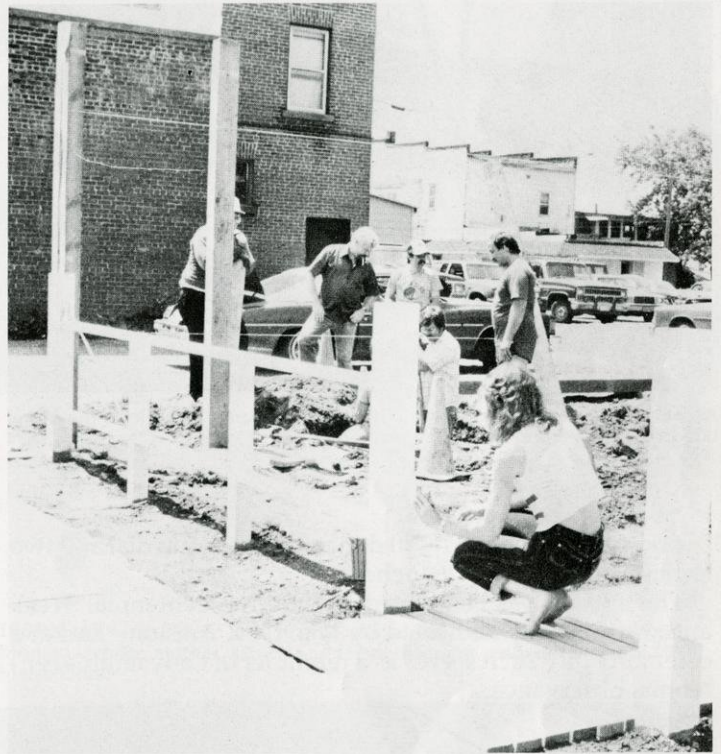
Members of the city crew used jackhammers to remove the upper layer of the foundation for the old Grooms Jewelry building, which stood on that site until razed in the early 1980s. Boy Scouts of Troop 45 were among the first of many volunteers to get involved. They helped with one of the most arduous tasks of the whole project — digging fencepost holes by hand in the rocky ground (on one of the hottest days of the year). Volunteers worked evenings, weekends and even holidays, hoping to finish the square by Centennial Week. The light poles were put in place with the assistance of Jerry Selvig and his crew and hooked up by Collins Electric. A pump from the old Progressive School was donated by John Strop.

Jim Steeber, high school industrial arts instructor, volunteered to cut the pickets for the fence, and Weather Shield Manufacturing offered to paint them. Once the fence and boardwalk had been completed, volunteers turned their attention to erecting the supports and signboard for a 36-foot-long mural. Lake Superior District Power Co. drilled the post holes.

The mural design, in keeping with the old-fashioned theme of the square, featured a turn-of-the-century small town street scene. Characters included a youngster on a high-wheeled bicycle, a couple riding in a horse-drawn buggy, and children playing with their dog. The design was projected onto the mural board.



The octagon boardwalk around the central light pole and planter was completed and the site was ready for leveling. The county donated a culvert which was used as a planter.



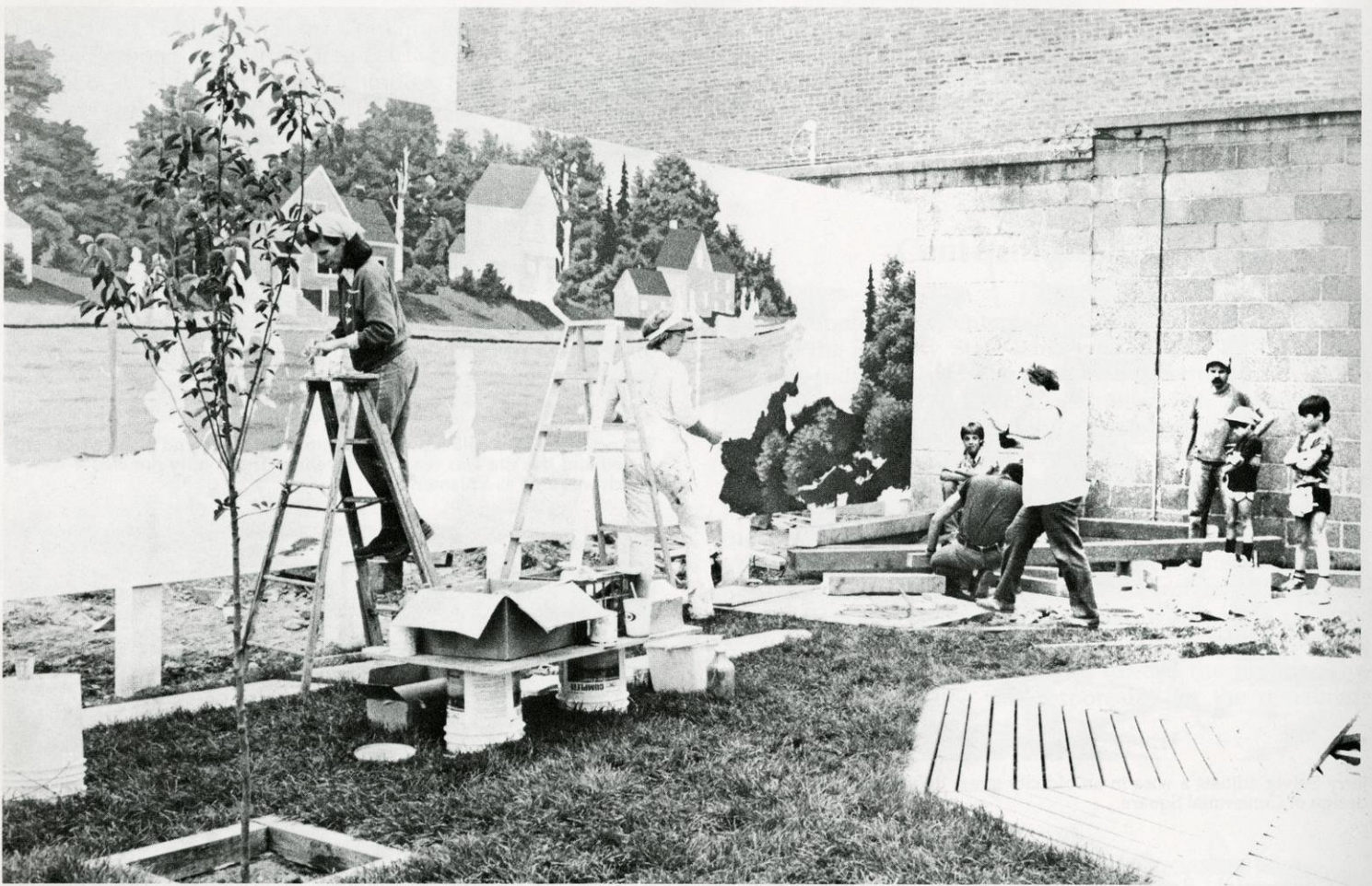
The fenceposts were painted as workers began erecting the supports for the 36-foot mural. Most of the digging was done by hand.

Dennis Wiemer, elementary school art instructor, was head artist. Working with him were Judy Hankes, Shirley Diedrich, Ruth Williams Bennett, Josi Bricco, Chris Kolsky and Gertrude McBain. Passers-by stopped to watch the artists at work. The mural was completed in a week's time.

Those working on construction of the square in addition to Terrill were Al Christianson, Nancy Stevens, Jim Steeber, Tom Lovely, Tom Bell, Gordon Pedersen, David Badgley, Dennis Farrington, Lynn Fredrick, Brad Huff, Joe Baye, Janelle Thompson, Pete DeWall, Joel DeWall, Kent Ohlfs, Huck Ohlfs, Ed Tomasovich, Mark Halada, Bruce Anderson, Jim Schultz, Jerry Ludvik, Ed Feucht, Mike Witkiewicz, Pat Novesky, Bart Schultz, Jess Barger, Dave Farley, Jay Peavey, Bill Christianson and Mark Schultz.

The Ladysmith Jaycee Women donated an attractive drinking fountain for the square, and it was hooked up by Tony Paulson and his crew from the water department. Bob and Darlene Sanderson planted flowers, with assistance of the





Artists Judy Hankes and Dennis Wiemer are pictured at work on the mural in Centennial Square as a volunteer puts timbers in place for a planter. Sod was laid in the square and trees were planted.

local Brownie troop.

Mystic Tie Lodge No. 280 donated a brass sun dial and two antique cast-iron park benches.

The square was completed in time for Centennial Week and was formally dedicated by Wis. Gov. Anthony Earl at a ceremony July 20. It serves as a reminder of Ladysmith's centennial observance.

## Centennial Trivia

Richard "Bud" Conklin and Ruby Taylor, both retired school teachers, helped educate the public about Ladysmith's history through the media of newspaper and radio.

Conklin was the author of "Centennial Trivia from Yesterday," a weekly quiz which appeared in the "Ladysmith News." Each quiz consisted of five questions, and three possible answers were offered for each. Readers looked inside to find the correct answers. Conklin derived the questions from reading old issues of the newspaper. The quiz proved that history doesn't have to be dull.

Taylor interviewed guests on "Ladysmith Looks Back," which was aired every other week on WLDY. Among the guests were Minnie Woodard MacComber, Chris Gunderson, Harold Schiotz, Daisy Felland, Gertrude and Bo Ludvik, Zella West, Bud Conklin, Autie Sanford, Martin Hoveland, Kathryn Speidel Wickstrom, Floyd Davis and Alvina Karlman Paulson.

The tapes of the interviews were donated to the Ladysmith Public Library.



Ladysmith Brownies helped plant flowers in one of the planters in Centennial Square. The project was completed by Centennial Week.



# CENTENNIAL WEEK

## Queen Coronation

Centennial Week was kicked off Friday evening, July 12, with the Northland Mardi Gras queen pageant and coronation held in the high school auditorium.

A centennial flavor was added to the pageant by introducing former Water Carnival/Mardi Gras queens from as early as 1941. Many of them were in Ladysmith for the all-school reunion.

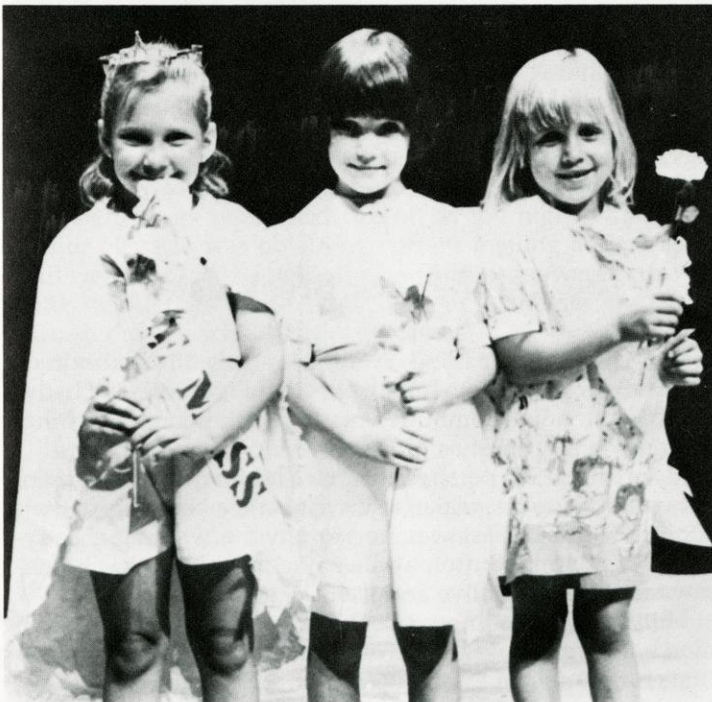
Mayor Lynn Fredrick, master of ceremonies, introduced Centennial Mardi Gras queen candidates: Robin Schott, 17, daughter of Karl and Verna Schott of Bruce; Pamela Lundgren, 18, daughter of David and Pauline Lundgren of Sheldon; Christine Kane, 18, daughter of Valerie Kane of Glen Flora; Tamy Tuma, 16, daughter of Richard and Marlene Tuma of Ladysmith; Julie Morgan, 17, daughter of Richard and Janice Morgan of Ladysmith; Dawn Doughty, 17, daughter of Walt and Jean Doughty of Ladysmith; Tami Maveus, 16, daughter of Roger and Jo Ann Maveus of Bruce; and Janet Svoma, 17, daughter of James and Colleen Svoma of Bruce.

Julie Morgan, whose mother reigned over the 1957 Mardi Gras, was crowned queen. For her talent presentation, Julie, dressed as a lumberjack, recited from memory Robert Service's poem, "The Cremation of Sam McGee" while seated in a rocking chair.

Janet Svoma was 1st princess, and Chris Kane was 2nd



1984 Mardi Gras Queen Jane Bratina placed the crown on 1985 queen Julie Morgan, whose mother, Janice Sanderson Morgan, reigned over the 1957 Mardi Gras.



Little Miss Mardi Gras Connie Van Treese, left, is pictured with 1st runner-up Lee Ann Loken and 2nd runner-up Brooke Whittenberger.



Little Master Mardi Gras Joey Paulson, left, posed with 1st runner-up Nathan Moser and 2nd runner-up Christopher Poradish.





Among the former Water Carnival and Mardi Gras queens introduced July 12 at the queen pageant were from left: Linda Goocher Anderson, 1963; Janice Sanderson Morgan, 1957; Sandy Loga Burbey, 1955; Bonnie Collins Rozolowski, 1952; Elenore Mataczynski Malaise, 1950; Yvonne Wouters Martin, 1949 and Yvonne Ahlstrom Falge, 1941.



1941 Water Carnival queen Yvonne Ahlstrom Falge, left, posed with 1985 Centennial Mardi Gras Queen Julie Morgan. The picture was taken in front of Centennial Square.

princess. Connie Van Treese, daughter of Ken and Maryann Van Treese was crowned Little Miss Mardi Gras. 1st runner-up was Lee Ann Lokken, daughter of Gene and Marilyn Lokken. 2nd runner-up was Brooke Whittenberger, daughter of Russ and Judy Whittenberger. Joey Paulson, son of Chris and Sharon Paulson, was selected as Little Master Mardi Gras. Nathan Moser, son of Ken and Mary Moser, was 1st runner-up. Christopher Poradish, son of Walt and Sheila Poradish, was 2nd runner-up.

Former Mardi Gras queens introduced were: Lisa Rydlund, 1983; Jeanne Plana, 1979; Tama Lynn Keith, 1977; Gloria Huse Brunner, 1976; Janet Bruner Kenter, 1975; Debbie Droege Vevea, 1974; Lynda Neisler Beebe, 1972; Joyce Christianson Sandok, 1971; Babara Walicki Romanowski, 1968; Linda Goucher Anderson, 1963; Janice Sanderson Morgan, 1957; Sandy Loga Burbey, 1955; Bonnie Collins Rozolowski, 1952; Elenore Mataczynski Malaise, 1950; Yvonne Wouters Martin, 1949; and Yvonne Ahlstrom Falge, 1941.

## Lumberjack Breakfast

Ladysmith was bustling on Saturday, July 13, as hundreds of visitors were in town for the all-school reunion. The Ladysmith Centennial Committee made sure no one started that busy day on an empty stomach.

More than 1,500 persons enjoyed a lumberjack breakfast of pancakes, sausages, real maple syrup and a beverage of their choice. The breakfast was free to anyone wearing a Ladysmith Centennial Button and was held to show that hometown hospitality is alive and well in Ladysmith.

Months of planning preceded the breakfast. Ladysmith merchants responded generously to Minnie Day's solicitations for donations for the breakfast. Arnie Hoff of the Centennial Committee and Jim and Dorothy Murphy were co-chairmen of the breakfast. Pitching in to make it a success were many volunteers, including the following: Marti Hoff, Orville Kapp, Diane Kapp, Perk Canfield, Tom Donahue,





The Ladysmith fire hall was packed July 13 as more than 1,500 people enjoyed a pancake breakfast served by the Centennial Committee.

Harold Dufner, Al Collins, Jim and Elaine Armstrong, Phil Berkheimer, Brad and Marita Goffin, Tony and Ethel Paulson, Agnes Pratt, Ed Strop, Alice Collins, Ralph and Ruth Johansen and Dean Wegener. Ladysmith firemen furnished the hall.

## All-School Reunion

Planning a reunion of more than 1,000 former Ladysmith school students was the monumental task facing a subcommittee of the Ladysmith Centennial Committee. High School Principal Don Rubow chaired the committee, which was formed in the summer of 1984. Those who worked on the reunion in addition to Rubow were Harold and Helen Schlotz, Bill Pedersen, Pat Paulson, Claire Lundmark, Richard Conklin, Kent Ohlfs, Minnie Day, Karen Ek, Alice Collins, Robert Kolsky, Jim Armstrong and Fern Wiltrout.

The first order of business was to prepare an invitation-newsletter that could be sent out to students who attended Ladysmith High School, Ladysmith Junior High, any of the Ladysmith public grade schools, St. Mary's High School, Our Lady of Sorrows, Servite High School, St. Mary's Nursing School, Rusk County Normal or Mount Senario College.

Working with head cook Alice Collins at the high school, the committee planned the meal and set the cost at \$7.50. The newsletter was typed and run off at the high school. The major obstacle was obtaining current mailing addresses. A call went out via the news media. Addresses were received, and newsletters were addressed by students in Cindy Krueger's high school business classes.

A bulk mailing was sent out in December. It was followed by a first class mailing in the spring of 1985. More than 850 preregistered for the dinner.

Area hotels and motels were filled Friday and Saturday nights, July 12 and 13, as former students converged on Ladysmith. Many watched the Friday night queen pageant, attended individual class reunions or visited with former classmates up town that evening.

Activities on Saturday included a lumberjack breakfast, which was attended by 1,700; a ribbon-cutting ceremony in Centennial Square, with queen Julie Morgan doing the honors; and an arts festival in Memorial Park, which featured artwork and musical performances.

Tours of the old and new high schools began at 2 p.m. Ladysmith's centennial year also marked the 70th anniversary of the completion of the old high school (now the middle



Among those working in the kitchen during the pancake breakfast were from left: Al Collins, Diane Kapp and Tom Donohue. The sausages were prepared by Alice Collins and Minnie Day.

school).

It was hot and muggy when students filed into the high school cafeteria for the meal. Cooks had labored most of the day in unbearably hot conditions. The menu included roast turkey and ham, mashed potatoes, gravy, cole slaw, vegetables, bread, cookies and a piece of centennial cake. Cooks, who started at 5 a.m., prepared 720 pounds of chicken, 222 pounds of ham, 250 pounds of cabbage, 48 gallons of peas and carrots, the equivalent of 600 potatoes and baked 70 loaves of fresh bread.

Alice Collins' crew of cooks and workers included Heddy Feucht, Helen Jordan, Karen Busse, Elaine Wegener, Rose Bates, Joan Buchli, Rose Barrows, Florence Pavlik, Pricilla Gifford, Minnie Schneider, Diane Cummings, Shirley Smith, Bernice Dukerschein, Mary Bates, Kay Ralson, Sharon Peterson, Mrs. Ed Novak, Emma Peterson and Harriet Pies. Bill and Lorraine Spielman served as host and hostess in the cafeteria, and Bob and Marian Kolsky handled those duties in the gym.

Nancy Hoesly added a delightful touch to the reunion dinner with her beautifully decorated centennial cakes. The decorations included a lumberjack, a pioneer couple, the water



Head cook Alice Collins had help from school cooks who prepared and served the meal at the all-school reunion. Pictured from right are: Rose Barrows, Joan Buckli, Karen Busse, Elaine Wegener, Minnie Schneider, Rose Bates and Heddy Feucht.





A steady stream of former Ladysmith students moved through the food line at the high school cafeteria during the all-school reunion, July 13. Graduates from nearly every state including Alaska attended the event. The meal was prepared by school cooks under the direction of Alice Collins.

tower and Mardi Gras fireworks, the Rusk County seal, Old Smoky, the "Ladysmith News," and the Baker Hotel. "It's too pretty to eat," several people remarked. Helping her cut and serve the cakes were her mother, Helen; her daughter, Jill; and Beth Woodbury.

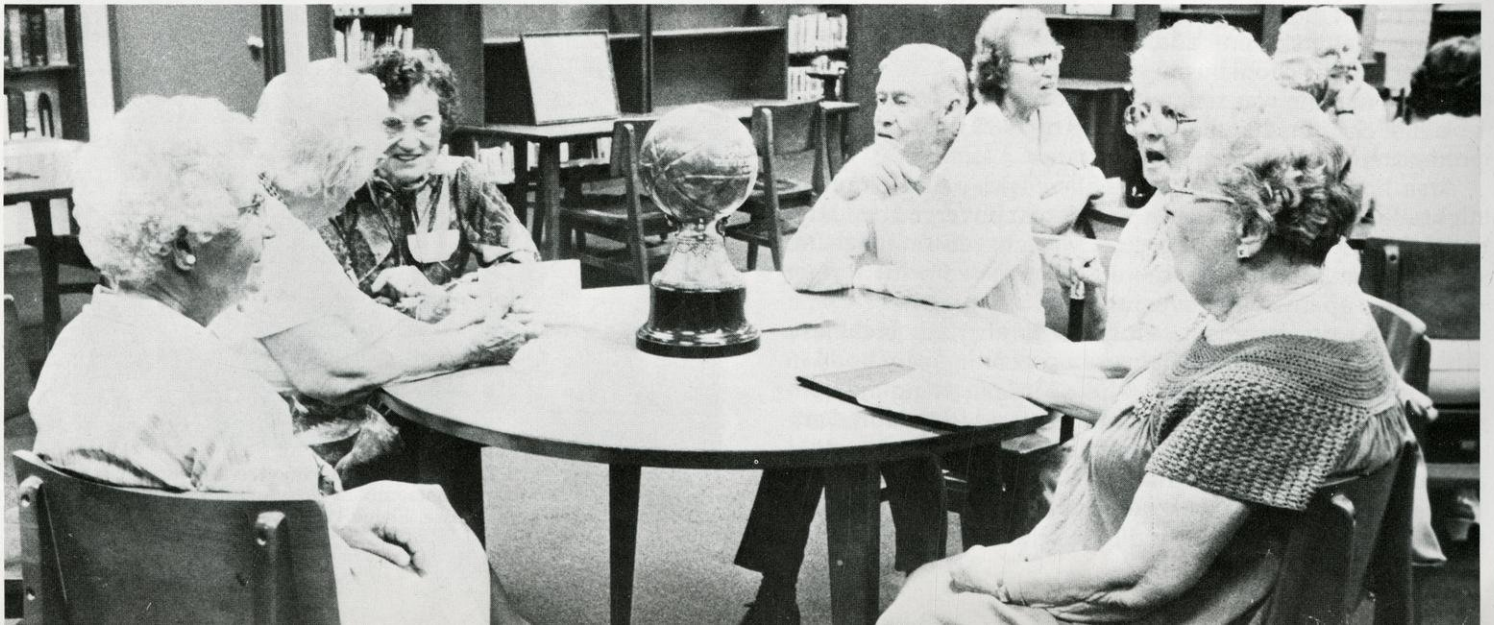
Karen Ek's music students served beverages and cleaned up place settings as a steady stream of classmates filed into the cafeteria for the meal. Volunteers registered students and sold centennial souvenirs in the lobby.

The oldest Ladysmith High graduate was Beulah Elwood Krueger, Class of 1918. Other early grads who registered were Elaine Hoveland, 1919; Alyce Hanson Schmidt, 1920; Irene Ellingboe and Art Zuck, 1921; Cloyde Ellingboe, Harold Schiotz and Mabel Wickstrom, 1922; and Joyce Dodge Christianson, Walter and Alma Edming, Helen Ellingboe Schiotz and Beth Zuck Woodbury, 1923. The earliest graduates of St.



Nancy Hoesly decorated more than a dozen centennial cakes for the all-school reunion, July 13. Among the delightful decorations was this Ford sedan, above.

Ladysmith High graduates, below, reminisced about the good old days. Graduates from as far back as 1918 attended the reunion held at the high school. Graduates of the parochial schools, Rusk County Normal and the nursing school and college also attended.





Mary's High School in attendance were Dr. Guy and Mae (Morgan) Portman of Antigo. Ron Srp, Class of 1965, traveled the farthest, flying all the way from Berlin, Germany. Former students represented nearly all the states. Suzanne Strop traveled here from Fairbanks, Alaska. Classes from the 1930s, 1940s and early 1950s were well represented.

Classes held reunions at the high school. Graduates from 1916 through the 1920s gathered in the library and discussed fond memories of the good old days. Special reunions were held for graduates of St. Mary's Nursing School and Mount Senario College.

Several classes held brunches on Sunday.

## Square Dedication

Ladysmith's Centennial Square was officially opened to the public on the morning of Saturday, July 13, when newly-crowned Mardi Gras Queen Julie Morgan cut the ribbon.

The square was dedicated July 20 in a ceremony attended by Wis. Gov. Anthony Earl, State Senator Walter John Chilsen and State Treasurer Charles Smith. Ladysmith Mayor Lynn Fredrick welcomed the crowd and introduced Gov. Earl. The governor read a proclamation and spoke of Ladysmith's beautiful setting, its ties to logging and the wood products industry and its strong, capable leadership. Earl said the community is fortunate to have a square which will serve as a reminder of the centennial.

John Terrill explained how the square was developed and



Roy Beckley, 95-year-old Ladysmith resident, was introduced to Gov. Anthony Earl at the dedication of Ladysmith's Centennial Square.



A crowd of onlookers watched as Ladysmith's Centennial Square was dedicated on July 20. On hand were from left: Gov. Anthony Earl, Centennial Committee Chairman Minnie Day, square designer John Terrill and Ladysmith Mayor Lynn Fredrick.





Balloons decorated the fence around Centennial Square on the day of the square's dedication, July 20. Gov. Anthony Earl, above, talked to Mayor Lynn Fredrick.

said hundreds of volunteer hours were involved on the project. He recognized those listed in the program, and introduced Dennis Wiemer and Judy Hankes, who were responsible for the mural. Terrill said the process of working together to complete the square was as important as the finished product.

Centennial Chairman Minnie Day formally presented the square to the city and gave Gov. Earl a Ladysmith city flag and a centennial stein.

As a finale, hundreds of helium balloons were released. The balloons, donated by the Ladysmith Ben Franklin, were filled by Ladysmith Girl Scouts. Everett and Betty Siemund provided musical entertainment.

## Fine Arts Festival

Two dozen artists from Wisconsin and Minnesota exhibited their work at a Ladysmith Centennial Fine Arts Festival held July 13 and 14 in Memorial Park.



Louis Juergens gave surrey rides through Memorial Park during the Fine Arts Festival, July 13-14. A ride in the shady surrey brought relief from the hot summer sun.

Sponsored by the Northwoods Artists, the festival included musical entertainment, an ice cream social and surrey rides in the park given by Louis Juergens.

Artwork, displayed on the grass between the south pavilion and World War 1 monument, was judged by Don Ruedy of UW-Barron County. The best of show award went to Allan Servoss of Cameron for a watercolor landscape. A pen and ink drawing by Terri Huff won the popular choice award. Esther Rands took first prize in the painting category with her oil painting of a water falls. Jane Brink won second prize for her work. Winning first prize in graphics with her pen and ink drawing entitled "Village Smith" was Janelle Thompson. Terri Huff won second prize. Gertrude McBain won first in the three-dimensional competition with a ruby ring.

Winning prizes in the children's drawing contest were Mike Plockelman, Karla Hankes, Mark Weiler, Tom Pedersen, Josh Tate and Jason Novak.

Chairman of the festival was Jane Brink.



Artist Shirley Diedrich, third from left, talked to Rod and Josi Bricco about the work she exhibited at the Fine Arts Festival. Joan Smith, right, viewed a painting that caught her eye.



Sandy Bishop, right, and friend were among those performing at the Fine Arts Festival in Memorial Park.





The Ladysmith Community Band, directed by John Telitz, performed a concert in Memorial Park on a pleasant evening during Centennial Week.

## Band Concert

The days of old-fashioned band concerts in the park were revived July 16 when the Ladysmith Community Band played in Memorial Park.

The 40-member band, under the direction of John Telitz, performed rousing marches, a George Gershwin Portrait and familiar selections for band.

Mother Nature cooperated by providing a pleasant evening for the concert.



The talented and enthusiastic Kids from Wisconsin performed at the Middle School gym on Wednesday night of Centennial Week. More than 800 people attended.

## Kids From Wisconsin

Headlining entertainment for Centennial Week were The Kids from Wisconsin, who performed Wednesday, July 17, at the Ladysmith Middle School gym.

The enthusiastic and talented young musicians, singers and dancers set a lively pace for their two-hour performance before a crowd of more than 800. They received a standing ovation.

Don Rubow, Karen Ek and Minnie Day served on the committee that arranged and publicized the performance. Music students sold refreshments.

## Mardi Gras

The centennial edition of the Northland Mardi Gras was one of the biggest and best ever, according to chairman Dewey Floberg of the Ladysmith Jaycees.

Expanded to four days, the celebration was held under perfect weather conditions, and crowds were larger than usual. Many of the floats in the Venetian Night Parades and street parade had centennial themes.

Live music was provided nightly in the park, and concession stands and rides reported a brisk business. Lee LeCaptain's Great American Lumberjack show performed Saturday in the park. Highlighting the show was a log-rolling contest between LeCaptain and a dog. The latter won. The citizens water fight competition got underway Saturday morning when Gov. Anthony Earl blew the starting whistle.

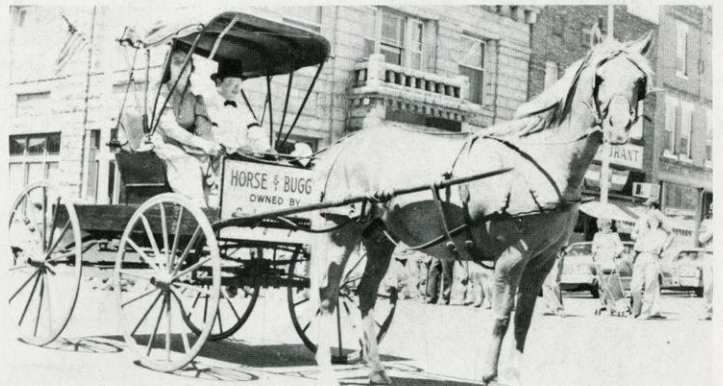
Sunday's street parade featured more than 156 units and lasted more than an hour and a half, according to chairman Mark Halada.

Henry Carrington, 94, was chosen as Grand Marshal of the parade. The Jaycees received 12 nominations. Carrington, a resident of Rusk County since 1917, formerly ran a grocery store in Brooklyn. He and his wife rode in a surrey driven by Louie Juergens. John Terrill was selected as honorary parade marshal. He and his dog, Heather, rode in a buggy driven by Cindy Juergens.

The centennial Mardi Gras celebration will long be remembered.



Henry Carrington, grand marshal of the Mardi Gras parade, rode with his wife in a surrey driven by Louis Juergens.



Honorary parade marshal John Terrill and his dog, Heather, rode in a buggy driven by Cindy Juergens.



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