

Businesses Of Years Gone By...



National Hotel

EARLY HOTELS

As told by Chas. H. Roser

In the early fall of 1876 Allen Jackson and I went to "101" (or Wolverine) later called Worcester, on the Wisconsin Central Railway. The Central Company were then clearing a town site on the bank of Elk Lake, now Phillips. David O'Brien, with his brother John, each expert woodsmen and timber estimators, had established themselves at "101" and kept me posted as to the prospects of a new town at Elk Lake. On advices received from them, late in August, 1876, I started from the city of La Crosse, taking with me cook stove, a few bed clothes and some dishes. With a light stock of furniture I was destined to serve eventful days as a landlord in Phillips. Surveyor Pratt had made a city map and laid out a town in lots and blocks, all in the woods. I had bought a car of lumber of McCartney at Medford and it was to be shipped on the first train that should come to Elk Lake. The car came and I unloaded it beside the track. Without cutting a board I built a shanty 16x32 feet

which I used for a while as a boarding house and hotel.

Soon after this the lots in blocks 4 and 5 were ready for market and I secured lots 1 and 2 of block 4. My first shanty was located where the Price County Court House now stands.

Jack O'Brien with a crew of alleged "Wood-butchers" commenced to build for me the good old Lake View House. They rushed the work and I commenced feeding the people as soon as the roof was on. I had all the boarders I could tend to, and the carpenter's fresh shavings in the "Ram-pasture" left good beds for such men as Fred'k Warehauser, W. T. Price, D. P. Simmons, E. L. Musser, A. B. McDonald, Capt. Henery, I. K. Kerr and other prominent lumbermen, some of whom have since become mighty millionaires.

Before the carpenter work was completed on the hotel, Jackson came back from a visit to his folks in the state of Maine and went to La Crosse with Eph. Hackett to purchase a limited amount of furniture for the hotel. Certainly the furniture he



Grand View Hotel, when owned by a Mr. Frost. For its day, it WAS GRAND.



Grand View Hotel - Phillips, Wis.

purchased was not the finest, yet it answered a very good purpose for a time. With old Mrs. Margaret for housekeeper and Geo. Coxhrane for cook we started our hotel in September 1876, and did a fine business that winter.

There was plenty of logging done that winter of 1867-68 and for many years after. Hon. W. T. Price, the Badger State Lumber Company, V. B. Barron, I. K. Kerr and others of lesser note commenced logging on the upper Chippewa and Flambeau waters that winter and Phillips was the headquarters for all.

The above named, together with all the train men (Phillips was the north end of the train service that winter) and A. D. Lunt, the head of the Land Inspection Force of the Wisconsin Central Railway Co., Gil. Turner, one of Lunt's best cruisers, Dick Quinn, who in after years came to such a tragic end, and other leading people all stopping with Roser and Jackson, gave the Lake View House a good business from the start. Among other patrons of the House at that time or soon after, whose helpful presence aided in establishing the good reputation of the house were A. B. McDonald, head of the old Chippewa Log and Boom Co., the railroad conductors Tom Mitchell, Gus. Rhodes, Geo. Barrows, and the Mail Agents, Dan Catlin, Ben Redfield, and Geo. Bowman. Serving to purify and ennoble the social atmosphere of this hotel in the deep woods on the verge of civilization, was

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BREITENGROSS GENERAL STORE
*The gentleman wearing the sign seems to emphasize
its order: Please Do Not Ask For Credit.*

the coming of such refined and cultivated young ladies as Miss Agnes O'Brien and Laura Boyce. Their modest deportment and true womanly influence left an impress for good on us all and, natural enough, in time, brought each to the matrimonial altar.

Agnes O'Brien became the wife of Cornelius C. Kelleher, who left his home in New York state as a mere boy, went to the great West, was with Reno's army at the time of the Custer massacre, came at an early day to Phillips to work in the woods, has ever advanced upward in the scale of business life and is now one of the leading and most prosperous merchants in Phillips.

Ella Manning became the wife of the prosperous lumberman, John Quail, who died a few years ago, leaving his wife a snug fortune.

Laura Boyce became the wife of Henry D. Davis another of the early woods boys who made great wealth in lumbering.

In 1878 I met with an opposition in business that arose from a very trifling matter. J. H. Fewell, the merchant prince, had a mongrel dog called "Tige" that he no doubt thought a great deal of. Mr. and Mrs. Fewell never had any children - except Little Willie, who died very young - and their entire affection seemed to center on the dog "Tige." One morning while I was suffering with a terrible headache I found "Tige" chasing my stock. It made me mad and although Mr. Fewell was standing within hearing distance I called "Tige" a name peculiar to dogs and sometimes thoughtlessly applied to degenerate men. This in turn made Mr. Fewell mad and for a few moments we had it so hot and heavy that the very air was blue and smelled of brimstone. To revenge the reputation of his pet, "Tige" and punish me for calling the dog such a name Mr. Fewell built an opposition hotel called "The Fewell House" to "do Roser up"; but he didn't succeed. Roser had too many friends; the railroad boys in particular stuck by me. I shall never forget them. In 1880 I leased the Fewell House for a term of three years, run both hotels in good shape and had business for both of them. Later the John R. Davis Lumber Company bought



R. T. Breitengross Store - Cornice date 1894

the Fewell House, rebuilt it and made a first-class hotel of it. Mr. J. D. Giles, a noted hotel keeper run it for them and made it an up-to-date house. Later I sold the old Lake View House to R. T. Breitengross and retired from the hotel business. Those were the hustling days in some ways, yet we all enjoyed them, oh, so much.

Wm. D. Gumaer moved to Elk lake in the spring of 1876 and built a hotel near where the Wisconsin Central depot stood. He, Johnnie Brossard, his partner and celebrated French cook, called their place, HOTEL de - GUMAER.

In 1876 Wm. H. Turner moved his hotel from station 101 to Phillips.

Waddell Bros. had the largest hotel in Phillips in 1877.

Later, SHEBOYGAN HOUSE belonged to Wm. Seeburger. If you wonder at the name, the story is much the same as the one told concerning the famous city of Wisconsin: Like the old Indian who entered town each spring with his announcement of another child, Bill and his wife also produced several children. When asked the gender of his eighth, he answered, "She-boy-gan", meaning they had another son.

Youngsters today would not believe - nor even have any great interest in knowing that whole generations were born, grew up, grew old and died using the same kind of postage stamp.



LEVITT'S STORE
 Prop., Robert Levitt, Peter Olie, (left), Bob Skelly (right). Ladies unknown. Note: Small windows and board sidewalk.

How Mrs. J. H. Fewell, later of Pioneer Phillips fame, began her first store — Pioneer, Wm. F. Turner recollection

"During the summer of 1873, the right-of-way on the Wisconsin Central Railway was cut as far as Little Black. I started a hotel there. Mr. J. H. Fewell and his wife boarded with me. Mr. Fewell had a job cutting wood on the right-of-way and Mrs. Fewell started a store with four pounds of fine cut tobacco and one copy of The Chicago Daily Times. She had a big sign which hung from a tree which read, in bold black letters: NEWS STAND and MERCHANDISE."



Roy Jensen with the reins



Cigar making in Phillips
 Carl Scheel and Alec Peterson 1910



Early 1900's - George Reedal



First National Bank 1906-07
 L. to R. - Frank Ackerman, Ida Soliday, George Reedal, Celia Ackerman.



Main Street 45 years ago
 Left foreground: S. A. Johnson, Photographer



Rapid Transit, Phillips, Wis.



Buege and Alec Peterson delivered for Kelleher Store



Jerry Bartos' Blacksmith Shop, 1916



Jerry Bartos' Blacksmith Shop, 1920

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Sauter's Coal and Dray Line



First National Bank 1906-07 - George Reedal



Interior old White Circle Garage of the 1920's. Extreme right, Len Meier. With him, Jerry Kerwitzer, man to left, not known.



Lillian (Anderson) Olson and Mr. Scheel
- in his Insurance Office



Interior of Joe Skomaroske's Blacksmith Shop



Joe Skomaroske at the Wayside Lodge



About 1916. The small sign above reads: Skouseny Podkovar, Jerry Bartos - Blacksmith.



Phillips Motor Co. - 1924-1967
Anton Brendel (left), Fred Meyer (right)

GAMBLE-SKOGMO

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Modern Stores
Offering You
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Ash Hughes
Owner
1935 to 1938
Present Wards Store

1946 to 1957
Present
House of Music
Location



PAUL & MARY GASTMAN



JOHN & BONNIE BRENNAN



Mike Sedovic, Laddie Peroutka, Melvin ???



Melvin ???, Mike Sedovic, Laddie Peroutka



Laabs cheese makers - Robert Hass, Lad Tillson, Laddie Peroutka, Pete Pisca, James Haas, Mike Sedovic.



Mr. Frank Bloom - Tavern



Bostrom Jewelry Store, 1930
Avid Bostrom, the proud jeweler

BOISE CASCADE

TIMBER AND WOOD PRODUCTS GROUP

Lionite Hardboard

Phillips, Wisconsin

An equal employment opportunity employer
manufacturing hardboard and prefinished wall paneling



FLAMBEAU MILLING CO. PLANT
1945 - 1963

The original mill building at 185 S. Lake Street, Phillips, Wisconsin was erected in the early 1930's. In June of 1944 ground was broken for a reinforced concrete structure to house the Flambeau Milling Co. It contained a warehouse 90'x120' with a 144,000 bag capacity (100 lbs. each); an elevator 34'x34' and 115' high with an 82,000 bushel capacity and a 42'x34'x80' high grinding and mixing room.

Operations in the mill began with the completion of the building in 1945. The towering structure changed Phillip's skyline and, forever after, served as a WELCOME to state route 13 travelers to and through downtown Phillips.

Almost all grains used in feed manufacture in the mill had to be imported. Therefore, making a many-state distribution of prepared feeds economically feasible for a 480 ton per-day mill took careful planning by the plant's vice president and general manager, E. J. Schroeder. His fleet of three straight vans and 4 17-ton semi-trailers hauled pay loads both ways: prepared feed out; feed ingredients as well as burlap and paper bags on the return trip. The vehicles traveled 500,000 miles every year.

Jack, as friends called Mr. Schroeder, studied feeding programs for all classes of livestock, poultry, fur bearing animals and fish. He developed scientific formulae to meet each need. His plant entered the dry feed production early and was among the first to promote pellet foods.

In October of 1958, the Phillips Bee quoted Paul DeGurse, bacteriologist with the Wisconsin Conservation Department, as having said, "Flambeau Milling Co. produces most of the feed that goes into the state trout rearing program."

Forty and more people were on the Mill pay roll to accomplish this very important business in Phillips.

The Soo Line depot agent, Clarence Hanson, said that a major part of the \$500,000.00 freight paid each year at Phillips was due to the transportation of grain and feeds to and from the Flambeau Milling Co.

Foreign markets had just become interested in the products of the Flambeau Mill when tragedy struck. On Tuesday, February 19, 1963, fire destroyed the Flambeau Milling Co. Three employees were seriously burned.

Jack Schroeder, his business associates, his neighbors and friends were crushed.

Only the original building and the sales room remained intact.

In Jack's words, "After the fire and the insurance settlements, I took over the remains and built a retail sales store for the community."

In May, 1975, Jack retired. Flambeau Milling Company became Flambo Farm Service owned by Harlan Ball. Clarence Kreiling and Harold Bleck, former employees of Flambeau Milling remained with Mr. Ball to carry on the mill work and retail operation.



Year 1965. Mrs. Emma Soeteber, still spry and actively operating the Crystal Cafe, at 84 years. She had maintained this position since 1912.

CONGRATULATIONS ON 100 YEARS OF
GROWTH AND PROGRESS

PRICE COUNTY TELEPHONE CO.

We have not yet reached our 100th birthday . . . But we have contributed to the growth and development of Phillips for over 64 years under the same family management.



This is the first building erected by a private telephone company in the State of Wisconsin solely for communication purposes. Built in 1913.

WE ARE PROUD OF . . .

- Prentice dial service, the second exclusive private line service in Wisconsin.
- The only telephone company in northern Wisconsin furnishing private line service exclusively.
- Complete buried service in rural areas, eliminating unsightly poles and wires.



First switchboard showing Selma Turner and Karl Mess, Sr., owner and manager, January 1914.

Logging and Lumbering . . .



*Lumberjacks at Camp Number 1, Dec. 28, 1898
John R. Davis Lumber Company*

RECOLLECTIONS OF THE EARLY DAYS OF LOGGING

By William Seeburger - Former Mayor of Phillips

Early in the spring of 1872 I worked on Black River for a company of lumbermen then known as the Black River Improvement and Log Driving Company, and continued in the said company's employ until August first of that year. At the time spoken of a Mr. J. C. Hewett was the Superintendent for the company. At the close of the driving season Mr. Hewett came and told me that he was going to start a ranch with one Eph. L. Hackett on the Flambeau river, and asked me if I would like to go up there and work with them. I told him that I would consider the proposition and let him know later.

I finally concluded to go and on November 9th, 1872 Charles H. Roser and myself left La Crosse for Eau Claire and thence by stage to Chippewa Falls. Here we met Eph. L. Hackett, and on the 10th day of that month we staged it to what was then known as the Flambeau Farm, on the Chippewa, and at the mouth of Flambeau River. This farm, which became noted in after years as a starting point for a hike through the dense woods to the up river lumber camps, was owned by Daniel Shaw of Eau Claire. Here we stopped overnight.

On the morning of November 11th we loaded

three canoes with supplies, and of which one canoe was loaded with iron, such as was needed in the far distant camp. When all loaded Mr. Hackett assigned me to the position of bowsman to the boat loaded with iron, with one, Jack Thatcher as steersman, and Charles H. Roser amidship. Mr. Hackett took the second boat, with a Chippewa Indian, and the third boat was manned by two Indians. In this manner we started up the Flambeau River in the Fall of 1872. Our destination was what has since been called "Hackett's Farm," at the time the farthest up river lumber camp on the Chippewa waters.

The Flambeau is a rather slow river for about six miles up from its mouth. Then comes small rapids and swift water. Everything went along well until we came to these rapids; then it did not go quite so nice. But, by using a little head work, and a greater amount of main strength and pure awkwardness we scratched along, got over these rapids and went ashore for rest and a "bailout." —When rested we started on again and worked our way up river without much difficulty until we reached what was known as Dukameaux Rapids. Here the Daniel Shaw Lumber Company had a logging camp, and



John R. Davis Lumber Company loading crew - June, 1899



John R. Davis Lumber Camp Number 1, Dec. 28, 1898



Ladies day at camp.



Logging camp



Close-up view of Camp building

here we took dinner. After dinner we started to pole up the rapids, and then the fun commenced. We would get up a little ways when we would bump up against a rock and the boat would take a swing around in the current in spite of all we could do. Then we would try to make the passage stern first and would creep up a little ways further until one of us would get our boat poles fast between the rocks, and away we would go down the rapids again. We made these trials at least half a dozen times without succeeding; but finally, when we got the boat right end foremost I made up my mind that the boat was not going to take any more swings. So I put away the pole, jumped into the river, caught the nose of the boat and led it up over Dukameaux Rapids when we again went ashore, and this time we had the boat about full of water. It was lucky that we were loaded with iron as the wetting did not do it much harm. But Roser got his feet wet.

We worked up the river a couple of miles and went ashore to camp for the night. Mr. Hackett acted as cook and made some tea and fried some pork. We had a little bread that we had got at Shaw's camp. While Eph. Hackett was cooking, the rest of us picked boughs for our beds. We had six blankets for seven of us. The two Indians had one bed, Jack Thatcher and I another; this left Hackett, Roser and an Indian for the third bed. Hackett told Roser to get in the middle and he and the Indian would take the outside and keep him warm. The next morning Roser was about squeezed to death by the strenuous efforts of Hackett and the Indian to keep under the blanket. The next morning Hackett got breakfast and we had the same menu that we had for supper the night before—excepting that we had no bread. However, we thought it a nice breakfast.

On the morning of November 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 the river. This camp was about one mile up the Flambeau river from where Lady-smith 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 November 13th, 1872 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. This trip from Vinette's camp to Hackett's Farm, took three days. We had with us a team of four oxen, which had been sent to meet us from the farm, and all the four ox team could haul was about a thousand pounds of supplies. I remember that two years later Charles Biladeaux started from the Bruno Vinette farm with a four-ox load and when he got to Hackett's all he had on was one barrel of salt pork and a hash machine. He was on the road for three days with this load yet when he got into camp it was midnight. We were put to work the next day on building the camps, stables, blacksmith shop and store house.

About December 1st, 1872 a crew was started out to cut a tote road up the North Fork of the Flambeau river, to section 13, town 38, range 3 west, a distance of about thirteen miles. Teams with supplies were started right after us. By this time there was about a foot of snow on the ground and the weather was very cold. The first night we spent on this work I remember well. We camped at the mouth of Connor's Creek. We had to shovel snow to get down to the ground and leaves for a bed. In those days we had the small shelter or shed tents. We would pitch these opposite each other and build a log or brush fire between them. While we had a good fire it would be comfortable; at least we thought so those days; but, we are afraid it would not be considered very comfortable now to the modern "lumber jack" boarding and sleeping in the John R. Davis' palace lumber camps on wheels, moved from place to place to preserve their good sanitary condition, or to meet the convenience of the men. Camps supplied with huge ranges and

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URBAN RESIDENTIAL SERVICE RATE IN 1929

9.5¢ Each For First 4 KWH Per Room Per Month
7.5¢ Each For Next 4 KWH Per Room Per Month
3¢ Each For All Additional KWH
Monthly Minimum 75¢
Late Penalty 5%



1928 TO 1951

**LAKE SUPERIOR
DISTRICT
POWER COMPANY**



1951 TO 1973

URBAN RESIDENTIAL RATE IN 1976

Fixed Charge \$3.00 Per Month
All KWH At 2.8¢ Plus Fuel Charge
Late Penalty 3%



1973 TO PRESENT



*Frank Eller's Camp
West of Phillips on Lugerville Rd.*

high priced, princely fashioned cooks, setting as good a table as the best hotels would have been a sure innovation to the old time "Lumber Jack" or "Log Sailor," whose staple diet was blackstrap, pork and beans, served on tin plates, if plates at all. But times change and the old "Lumber Jack" and "Bull Puncher" must change with them, unless he came from the State of Maine, or Can-na-dah.

But the second day after our arrival we had our tents comfortable, brush stalls built for the cattle and wood cut for the cook. C. H. Roser was the cook and when in the humor he can spin a good yarn about those days.

The next morning after we arrived at this camp was a bitter cold one, — and right here was the first time I ever saw a cook getting breakfast with his overcoat on, a large sash tied around his face and a pair of big woolen mittens on his hands to keep from freezing. But, Chas. Roser was "going some" in those days and, in fact we all felt good and enjoyed our rough life.

For the first few days our whole work and aim in life was to build the camps as quick as possible. I think it was the 26th day of December when we moved into the new camps. In those days, with the difficulties we contended with it was more difficult and took longer to build a camp than now-a-days. We had no lumber or shingles and everything was



Whose flannels?



Camp and location unknown.

worked out with the axe and adz. If we had an auger, saw and hammer we considered ourselves lucky indeed. We had bare nails enough to fasten the shakes on the roof of the cook shanty, and the rest of the work was put together with wooden pins or wedges.

It was about the first of January, 1873 when we finished building camp. In those days when the camps were built the boys were ready to commence logging, and as the timber was on the banks we did not have to stop to cut roads. That became necessary only as we worked back from the river.

This camp was 85 miles from Chippewa Falls, and 50 miles above where any other camp had been built on the river. It took seven days to make the trip to Chippewa Falls for supplies. The hay was all cut on wild meadows. The main staff of life for the men was salt pork and beans, blackstrap molasses and dried apples; flour and salt and tea. No sugar, fresh meat, or vegetables; no "knick-knacks" or "jim cracks" in the woods. Butter and eggs were not for us. Just "plain livin." That was the general order.

We banked 1,300,000 feet of pine logs from this camp that winter and broke camp on March 23rd, when the crew were sent down to the farm camp on the South Fork of the Flambeau River, on the SE 1/4 of Section 5, Town 36 Range 3 West. Here



Sunday, laundry day for Lumberjacks at camp.

Thanks From Prentice

TO THE LAKE STATES LOGGERS
for over 20 years of progress
in log and pulpwood loading



1956
Heikkinen Loader

1976
Prentice 210



The **LOGGER'S CHOICE** for over 20 years

Congratulations to Phillips on
100 years of progress & success
1876 - Centennial - 1976
Best wishes for 100 more

OMARK
INDUSTRIES



Albert Habel and Frank Hollenbeck loading logs for making ties.



Getting cedar logs ready for building. Note: broad axes, double bitted axe and foot adz.

the men were retained for the spring drive, and put to work building batteaux and driving tools. In those days all such tools were made in camp.

On May 3rd, 1873 the first drive started that was ever run on the North Fork of the Flambeau River. This drive was taken out successfully to the mouth of the Flambeau. Then a few of the men were sent back to Hackett's farm to begin the work of clearing land. This went on for the summer of 1873, and until fall. Then the firm of Hackett & Hewett dissolved and Hackett continued the logging business and located a camp on Section 13, Town 37 North, of Range 3, West. This was the first camp ever built on the South Fork of the Flambeau, —or Dora Flambeau as it was often called.

In the spring of 1874, the first dam was built on the South Fork of the Flambeau.

On the 26th day of October, 1873, the crew, with teams, cut and cleared a tote road on the Northwest side of the South Fork of the Flambeau to the camp location above mentioned. There was six inches of snow on the ground at that date. On the 15th day of November we commenced to haul logs on sleighs, and continued until the 7th day of April 1874. That spring after camp broke Allen Jackson took five men, a yoke of cattle and some supplies, went up the river on the ice and built a camp on the SW 1/4 of Section 10, Town 37, North, of Range 2 West, and commenced to clear up a farm which is now known as the McKinley farm.

In the fall of 1874 the Wisconsin Central Ry had its track laid as far as Worcester, (101) or Wolverine as it was better known in those days.

That same fall the late W. T. Price took a contract from the Mississippi Logging Company to put in, or bank, 100,000,000 feet of pine logs. He located two camps. His headquarters camp was located on the S.E. 1/4 of Sec. 9, town 37, N. R 2 West. The other camp was on the S.W. 1/4 of Sec. 17 in the same town. That same fall a tote road was cut from Worcester, west to mouth of the Elk river for a winter road. Also, one from Worcester to Elk Lake and where Phillips now stands. Supplies were hauled from Worcester to Elk Lake and thence boated down the Elk river and also down

the South Fork or Dora Flambeau to Hackett's farm. During the winter the supplies were toted from Worcester over the winter tote road as far as Jackson's and Hackett's farms.

In the fall of 1875 a road was cut direct from Hackett's farm to Worcester, mainly following the line between townships 36 and 37. That fall, W. T. Price located his first camp on the Elk River, on Section 13 Town 37 North, Range 1 West: Another on Section 8, Town 37 North, Range 1 West, and also a camp on Section 13 Town 37, Range 2 West.

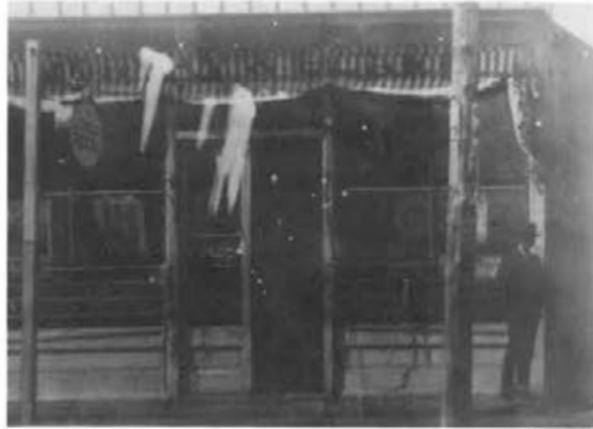
In the spring of 1876 W. T. Price attempted the first drive ever made on the Elk River, but it was not successful and was "hung up." In the spring of 1877 A. B. McDonald started the first dam to be erected on the Elk River, locating it on Section 11, Town 37 North, Range 2 West. It was built solely for log driving purposes. In the fall of 1879 and winter of 1880 Mr. McDonald built the second dam, known as "Job's Dam," located at the foot of Long Lake, on the S.E. 1/4 of Section 14, Township 37 North, Range 1 West.

Referring back to incidents of the year 1874: — That year, 1874 Eph. Hackett, the pioneer logger of the Flambeau, and after whom one of the towns



One of John R. Davis Co. Camps, Tirpe Camp 1, east of Phillips. Cook, Fred Frank. Year 1908.

THROUGH CHANGING YEARS
HATCH DRUG STORE CONTINUES TO SERVE
THE PHILLIPS AREA



1st store occupied by Dr. W. P. Sperry and Darwin Sperry in 1885.



2nd store built in 1890 and destroyed by fire in 1894.



"Calamity Drug Store" opened 2 days after the fire.



Sperry's Drug Store in 1930's.

Prescriptions and Medical Needs
Cosmetics and Fragrances
by Coty and Revlon
Ambassador Greeting Cards and Party Goods
Complete line of Candles and Accessories
Leather Goods by Prince and Princess Gardner
Jewelry and Gift Items

**HATCH
DRUG STORE
and
GIFT SHOP**

PHILLIPS, WISCONSIN



The store today, known as Hatch Drug Store & Gift Shop,
owned by Kenneth D. Hatch, R.Pharmacist.



Logging Railroad, Phillips, Wisconsin

of Price County has been named, formed a partnership with David Law and M. E. Mosher of La Crosse and the company thus formed purchased quite a large tract of pine timbered lands in Township 37 North, Range 3, West, and in Township 38 North, of Range 2 West, and commenced to log quite extensively. In 1876 E. L. Hackett retired from logging while Mosher and Law continued on until the summer of 1882, when David Law sold his interest to M. E. Mosher. Mosher continued logging until the spring of 1886, when he had all his pine timber cut.

From 1876 the Chippewa River Log Driving Company commenced to improve the Flambeau River and its tributaries for log driving purposes and made the streams possible to drive with some degree of certainty. From this date the number output increased annually until the annual product reached the enormous figures of over 300,000,000 feet of pine logs. This continued at the same rate until the year 1892 when the log crop commenced to decrease until in the year 1900 what was once known as the greatest pine lumbering district in the state became a thing of the past.

Thus far in my chronicles I have dwelt mostly upon the scenes and incidents that preceded the advent of the "Home-seeker" into this new Wisconsin. With the coming of the Wisconsin Central Railroad into this great wilderness of the North in the year 1876 came many home seekers, and to them and their successors I feel that I may well leave the recital and recording of later day events.

To the memory of my old pioneer chums I now dedicate these lines, hoping they will not be without interest to the younger generation.

William Seeburger



SONG FOR THE LUMBERJACKS

It took a special breed of men to conquer
Our north woods — where towns and cities stand,
Where highways wind, and where resorts and farms
Abound, where factories roar, and ore trains pass.
Here, years ago, a mighty forest stood —
So tall and massive were its trees — so dense,
That even at high noon, the red man walked
Its path in twilight gloom — nor saw the sun.

This giant challenged Man to come and steal
His cloistered wealth — And who were they who came?
No knight in steel and chain took gauntlet up —
Instead, a horde of unkempt men — unschooled —
Rough-hewn — free with women, money, drink —
These were the lumberjacks — Their coat of mail
Was made of sturdy wool — A woodman's cap
Their helmet — Knowledge of the woods, their shield —
A peavy, axe, and saw - crude weapons, these —
A shout of "TIMBER!" was their battle cry —
The ring of steel on wood, their clash of arms —
A job well done, their only accolade. . .

A raging stream in springtime was their steed —
For waving plumes, the curling smoke of fires
In the brush — Paul Bunyan was their King —
Rough, homemade, was the table where they ate,
Where silence was the rule, the Cook was boss —
Their minstrels were their tired fellowmen,
Who, in the bunkhouse, at the close of day,
Relaxed, and wove such tales as children love —
Tall tales of Bunyan and his huge blue ox —
Chuck full of humor — unalloyed with truth —
A fiddle, a squeeze-box, comb and paper, served
As instruments for troubadours — Gay were
Their ballads, making rafters ring, and stockinged
Feet mark time upon the cold, bare floor.

These were the knights of our north woods. No fear
Had they of cold, fatigue, or glancing axe,
Of treacherous stream, of winter loneliness —
They brought their mighty foe to earth, and carved
An empire for our early lumber kings.

Emma Heath
From Creative Wisconsin, Spring, 1955



John R. Davis Lumber Co.

THE LUMBERING INDUSTRY IN PHILLIPS, WISCONSIN

Dr. H. R. Soulen

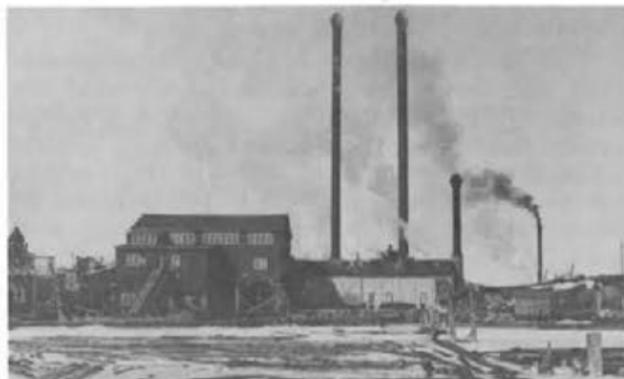
The principal large industry in early Phillips was the John R. Davis Co. which operated logging camps to furnish lumber for their city saw mill, planing mill, box factory and grain doors which were used in railway freight cars when hauling grain.

Pine was the timber used for these purposes and was brought to Phillips from the company logging camps on their own railroad from the Willow Lake region east of Phillips. In the woods, horse and ox teams and sleighs were used to haul the logs to the railroad and winter was the only season this could be done as hard surfaced roads of snow and ice were needed for hauling the heavy loads of logs.

Logging of hemlock, elm, birch and maple was carried on after the supply of pine was exhausted. For a time a stave and heading factory operated in Phillips, using elm for their products.

During the ownership of the Davis Company, the mills were twice burned and promptly rebuilt. The third mill erected was bought by the Kneeland-McLurg firm and this mill also burned. Mr.

McLurg was the manager and a man of quick decision and quick action. While the mill burned, he decided that it be immediately rebuilt and that moment began to telegraph for its equipment with electrically controlled machinery in order to eliminate as fully as possible future fire hazards and accidents. No fires have occurred there since that time.



John R. Davis Lumber Mill Boarding House.



Machine Shop - John R. Davis Lumber Mill, Phillips



The lathe for turning the band saw wheels.



Stock pile of logs for the John R. Davis saw mill.

CONGRATULATIONS
TO PHILLIPS AND SURROUNDING AREA
ON ITS 100TH ANNIVERSARY

HEINDL FUNERAL SERVICE

Three generations of service - Pauline Heindl Lois Heindl
Martin Heindl Frank Heindl William Heindl

Licensed Funeral Directors — Licensed Embalmers

HEINDL FURNITURE

We are proud to have served you and progressed with you
during 60 of your 100 years



HEINDL FURNITURE AND UNDERTAKING, PHILLIPS 1916



John R. Davis



John R. Davis Lumber Co. Office Crew 1888 - L. J. Ripley, Sam Munro, E. J. Riordan, DeWitt Van Ostrand, J. F. Roberts, Crittendon, Thos. R. Rowlands, Earl Luce, Jno. R. Davis, B. W. Davis, Mark Moulton, Pearl Bently.



John Manise, midget
Office employee of John R. Davis Co.



Piling lumber at John R. Davis Mill in Phillips

1976 Centennial Greetings to
Phillips, Wisconsin
From All of us at

BLODGETT CHEVROLET, OLDS, INC.

AMC & JEEP

Hwy. 13 South
Park Falls, Wisconsin
762-3224

100 YEARS OF PROGRESS



Impala Sport Sedan



C10 Scottsdale Fleetside Pickup

CONGRATULATIONS!



1918



1918: Chevrolet's first truck



A Load of Bark for the Tannery.

THE TANNERY

By Mary Knoblock Bodenburg

Fayette De Los Shaw came from Medford to Phillips in 1885 and constructed a large building in which to start tanning hides. Farmers, hunters and butchers of the area provided some hides. Others were shipped in. Fresh hides, preserved with salt were first soaked in hot borax water to remove the salt and soften the skins ready for fleshing. Hard, dry skins needed more soaking and the addition of sodium sulphide. Sometimes they needed re-soaking two or three times. After that, the hair had to be removed. So, in connection with the Tannery was a potash factory. Potash, a lye made by leaching special wood ashes (Shaw imported this wood) mixed with water loosened fur or hair so that it could be scraped off.

Frank Heindl remembers playing tag around a turbulently boiling kettle of the material, slipping and nearly sliding into the fire which kept burning under the kettle. A frightening experience.

Tons of hemlock bark hauled in by farmers reached great heights beside the railroad tracks at a point directly across from where the present Northland Furniture Mart stands. Mrs. Matt Cork's father, Leonard Link, hauled bark for the tannery for seven years.

In the process of tanning hides, the bark was crushed in a metal machine called a "hog" then put in tanks similar to those used in watering large herds of cattle. Hot water was added to the tanks together with acids and other ingredients, as needed, and strained. The pre-soaked and softened hair-free skins went into this mixture.

Mr. Gust Knoblock, an experienced German tanner and engineer had charge of this operation and because of his special skills received a salary of \$2.00 a day.

Some skins had an oil added to this bath to keep them soft and pliable. Leather tanned with oak bark became a light fawn color while hemlock produced a reddish color and was used only on thick hides. Some calf and young deer hides were bleached with ash lye, sparingly.

From ten to thirty-five men worked at the tannery ten hours a day earning \$1.25 a day. Tony Nebish says that his father worked there for fourteen years. His job was scraping off hair.

The building now housing the Northern Furniture Mart was a WANAGAN store started by a Mr. Loeb. The present site of the Phillips Sports Center nearby was an old fashioned boarding house where meals were served; 25c for breakfast, 50c for noon dinner and 35c for supper.

In 1903 or so, butchers who had been taking hides to the tannery started getting meats from suppliers south of Price county. Farm settlers kept their cows and calves to develop dairy herds, so fewer hides were sold to the tannery. Because of this change, Mr. Shaw discontinued operation of the tannery and opened a store in Phillips.

The north end of the city still carries the name of TANNERY TOWN and two streets, SHAW and FAYETTE, together with the still visible cement footings along the railroad tracks remind us that, long ago, a potash factory and a tannery thrived in Phillips.



Kneeland-McLurg Lumber Co.'s Saw Mill, Phillips, Wis. 1918



One of the largest stock piles in years accumulated during the winter of 1952

BUSINESS ADVERTISING ----- in years gone by

MARTIN HEINDL
FURNITURE AND UNDERTAKING
Agent of Victor Machines and records

Steam Heated Rooms
at the

CRYSTAL RESTAURANT
Mrs. Emma Soeteber, Prop.

FANSHER'S UNDERTAKING PARLORS
J. L. Fansher, prop., Licensed Embalmer
M. L. Fansher, Embalmer and Director
Automobile Hearse
Services Unexcelled
Telephone 230, Day or Nights

HERTLEIN BARBER SHOP
Hair bobbing a speciality
First class barbering
Bath in connection

JOE'S BARBER SHOP
Jos. Prohaska, Prop.
Hair bobbing a speciality

WOODIE and SOETEBEER
Barber Shop
Hair bobbing a speciality
First class service

LEVITT'S
Clothes for the whole family

"RED'S"
Newspaper and Laundry Agency
Carrier Service • Mail Subscription
Laundry collected and delivered
Edwin J. Foster, Agent

Elmer Carlson's
LAKEVIEW CAFE
Meals and Rooms



SAMAL SHOE STORE

SERVING THE PHILLIPS
AREA FOR SOME 65 YEARS



BEST WISHES ON
PHILLIPS CENTENNIAL

BOOTS - SHOES - REPAIRING
Men's and Boys' Furnishings
Charles Kandutsch

Dear Hearts...and Gentle People



Patience (Bolton) Rosenow - Fred Rosenow
Fred Heitkemper - Lena (Bolton) Heitkemper



A Mr. Bennet from England, established a Post Office at
Worcester Station 101 spur. He is also given credit for
naming the Town of Worcester.



Mr. and Mrs. John R. Evans, logger
(among the first settlers in Phillips)



Mr. R. I. Baumann



Mrs. R. I. Baumann



Mr. and Mrs. George Eaton



Theo Holtrop



Mr. and Mrs. Kahler



Mr. and Mrs. Christian Meyer



Chriss Bleiss
Main street business man



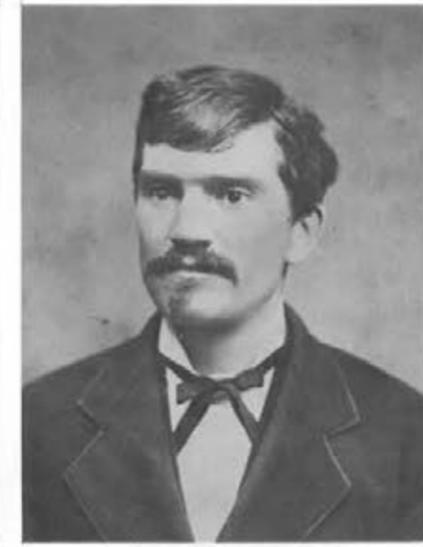
Griffith Davis
Flour & Feed Dealer



Ben R. Evans
Former Post Master



Mr. Charles Nelson, Justice of the peace.
Brother of Mr. Alfred Nelson, Phillips



Albert Shell,
Blake Andersons' Great grandfather



L. to R.: Mrs. Hannah Shell,
Mrs. Griff Davis, Mrs. Everina Evans, sisters.



Inez Sullivan now Mrs. Dave Foster



Mr. Clyde Sullivan



Mr. and Mrs. Joe Skomaroske



Watkins Man, Harry Sotebeer, 1914

BEST WISHES

SAUNDERS' BUDGET HOME SUPPLY

ACE HARDWARE
HOME IMPROVEMENT CENTER

Hwy. 13 South, Park Falls — 762-3916

PREWAY FIREPLACES, DURA SUPREME AND CORNER
KITCHEN CABINETS — GLIDDEN PAINTS — Z BRICK
PLUS A NEW LINE OF ACE HARDWARE



A Full Selection of Wall Paneling,
Plywood, Roofing and Materials for
the Do-It-Yourself Carpenter
Also Weathershield Windows & Doors

All items on display in our 17,000 sq. ft. showroom

"NORTHERN WISCONSIN'S LARGEST SELECTION
OF WALL PANELING"



ASA KENTON OWEN
1878-1950

IT MAY BE SAID

*It may be said, when I am dead
That I was not confined by walls
I heard the music of the winds
The brooks, the rapids and the falls
The pearly bird-notes, in the dells
The far, faint, questing raven calls
I saw the beauty, all about
The crystal morn and glowing noon
The painted sunset, peaceful dusk
And clouds that framed the golden moon
Remembered well and cherished long
These things have kept my life in tune
My chief regret, the needless waste
Of native wealth that should be dear
Our woods and waters and wild life
That give us health and clean good cheer
My hope, that yet the time may come
When all will want these treasures near*

— Asa Kenton Owen



Mrs. Slowey at 90
Mrs. Ruth Slowey and son
Mrs. Gilpin, standing



Back row L. to R.: Bill Kuse, Irene Jackson, Marie
Bieberstein, Mrs. E. Evans & Mrs. Griff. Davis. Front row
L. to R.: Mrs. Fenelon, Mrs. Dan Sullivan.



Carl and Mildred Mc Bride
with baby Dorothy (Mc Bride) Hanish

Pioneer Families...



The Hans Everson Family



James Kenyon Family



*James Kenyon Family
Darwin, Dwight, James, Harriet, & Ira*



Mr. and Mrs. C. F. Glissendorf and Family



The Adam Pisca Family



Tom Mc Bride Family



Three generations — Lewis Morrical family

Homesteaders became permanent residents. The Rev. K. A. Ostergren, who was a Baptist minister at Ogema, was appointed as immigrant agent for the Wisconsin Central Railway Company.

He visited Sweden in order to interest people in coming to northern Wisconsin and in the spring of 1878 a colony of Swedes settled in the vicinity of Ogema. As a result of this one man's work, the southern part of Price County is largely Scandinavian.

The State Board of immigration advertised the cut-over, burned-over lands of unoccupied sections of Wisconsin, in Europe and in other parts of our country. The local board of immigration at one time made arrangements to have some 6,000 copies of pamphlets which were descriptive of this

country printed in English, German and Swedish languages and distributed to attract settlers to this section.

ANDREW P. MORNER, 1881 SUPT. of SCHOOLS

"A country, as well as an individual, when young, has its youthful characteristics. It has its knocks, makes its mistakes, plays its pranks with childish optimism. It is in this period, in spite of all its defects, that our memories love to linger."



PRENTICE HARDWARE, INC.

GUNNARD ESTERHOLM, PROP.

21 years serving Price County
 Plumbing - Heating Service
 Bottle Gas • Septic Systems
 Excavating and Trenching



14 of the 16 children of Albert and Ernestine Bolton who lived at Musser Dam. The family moved into their newly constructed home in 1887.



Jacob Peterson Family, about 1905. Children: Melvin, Oscar, Carl, Alec, William, Louise and Clarence.



The Jacob Peterson Family

Things were better in the olden days . . . because there were more horses' mouths to get the good word straight from.



Left to right: Wilson Watson with daughter, Frances, now Mrs. Don Peterson; Fred Frank with daughter, Marjorie, now Mrs. Tjephema of Norwood, Minnesota; Dismas Frank; Chester Watson; Anna Watson, with daughter, Barbaran, Mrs. Frank Weyers; Barbara Frank; Bessie (Chase) Frank with daughter, Irene, now Mrs. Joe Bonkowski; Small boy: Fred Frank, Jr.

Relatives of oldtimers like to repeat stories of fun times long ago such as this one: like overgrown boys, early business men and professionals rasseded anywhere to end an argument or just plain show off prowess. On such an occasion Doc. Fenelon and Albert Steben were locked in a pretty well matched struggle until old Doc slyly unfastened his artificial leg. Al sure couldn't take advantage.

George Osterman and Doc Fenelon each, quite inconspicuously, wore "peg" legs and claimed the dubious fame of pioneer two stepping partners.

Near Lake Ten a load of logs disappeared beneath the mud road. Some of the logs floated loose and were used for lumber in making area kitchen cabinets.

Congratulations PHILLIPS on your Centennial

PARK FALLS OIL COMPANY

Founders of Park Falls Oil Company



Frank Greissinger

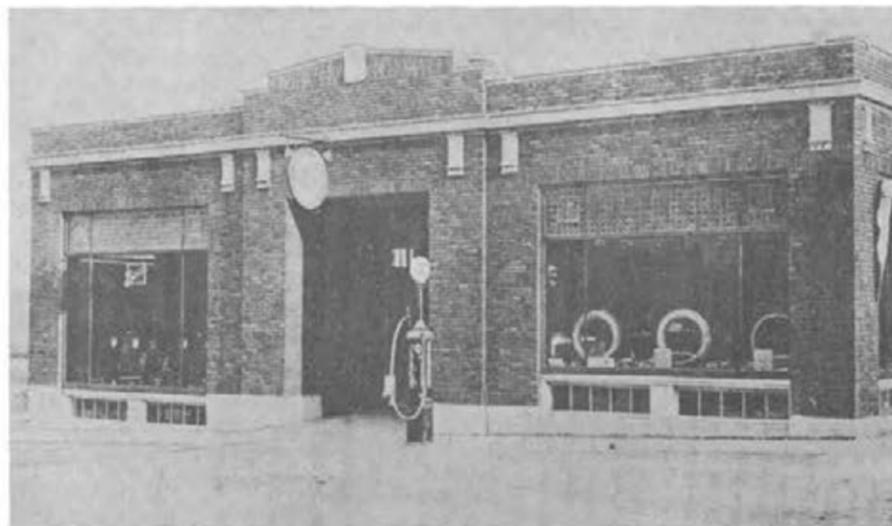


John Greissinger

Founded
63 years ago
this year...

*From the Horse and Buggy in 1913
To the Jet Age of 1976*

The Greissinger Bros. began buying their gasoline from a company that had no trade marks or pump emblems. This led to the Greissinger Bros. making up their own name and emblem. The name they chose was "MOBILE GAS". This trade mark was granted to the Greissinger Brothers on February 8, 1924.



Park Falls
Oil Company,
Park Falls,
1921



Greissinger Brothers at that time bought their oil from Socony Vacuum which did not handle gasoline but sold motor oil under the name of Mobil-oil. When Socony Vacuum decided to go into the gasoline business they wanted to market it under the name "MOBILE GAS". The Greissingers agreed to release the name to Socony if they would pay for the advertising on the pump heads, etc. Socony agreed and for the sum of "around \$200" the name of "MOBILE GAS" changed hands. They then dropped the "E" in "MOBILE".

This left the Greissinger Brothers without a gasoline so they started handling "BLUE 1 - Independent". This was also their first connection with Phillips 66 as Wayne Phillips owned the "Blue 1". He was the brother of Frank Phillips



who founded Phillips 66, a product the Park Falls Oil Co. has been handling since.



Phillips 66 Station, Phillips, about 1940

Pioneer Homes...



July 4, 1899. Mr. and Mrs. Edward Kerswill, Edith, Emily, Edwin and Pricilla. Now, Mrs. Eunice Kuehling home, 430 N. Lake Ave.



The Murray House — Date unknown



Germania Avenue — Jake Peterson's Yard



Hilgadore Olson Residence. Back row: Mrs. Fritz Buege, Molly Starks and an unknown. Front row: Fritz Buege, Bill Buege and Bessie Gould on South Lake next to Roeders.



E. J. Foster Home, on North Avon, Phillips



THE CHIVIOK 14 sided barn, east of Phillips. Probably of German architectural origin, was built about 1900.



Griff. Davis home built after the fire. Now, home of Chas. Ringersma





CHRISTMAS, 1918 at the Robert Mess home. Mary Eckhoff in rocker, Phyllis Mess Taylor, Karl Mess, on floor, Lydia Eckhoff Mess, Karl E. Mess, and Elizabeth Mess.

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SPECIAL OCCASIONS ● FAMILY PORTRAITS

Phillips, Wisconsin — Phone 428-2301

Children of Our Early Days...



Theresa Gladys Brazelton



Believed to be Beth Covey



Gladys, Laura Jane and Allen Brazelton



Nora and Roger Evans



Lyle Lane



Elizabeth Lowe, Ellen Lowe and Anna Lowe



Nora Meier



Melvin, Oscar and Carl Peterson



Baby Clarice Peterson



*Gladys Brazelton, 3 years old
Laura Jane Brazelton, 17 months old*



*Wilfred Lucas
Became an entertainer
in the days of silent movies.*



*Ingrid Jacobson (nee Olson) and
Signe McCarty (nee Olson) about 1910*



*Jacob Peterson Family, about 1914. Left to Right: Stair-
steps: Melvin, Oscar, Carl, Alec, William, Louise, Clar-
ence, Edwin, Karen, Jake, Harold.*



*(Left to right) Marilyn Norton, Willie Seeburger, Esther
Slatinsky, Dean Boheim, Arlene Slatinsky
Rabusitz.*



*Bill Peterson and Harold Peterson. Ger-
mania avenue, wooden sidewalks, pump
that was used by the whole neighborhood,
pile of slabs used to burn in the furnace.*



Beaus and Belles...



*Bolton Girls
Connie, Pat, Kit and Lena*



*Cy Collins standing
Dale Sherette and Chet Alley*



Mr. Sanford Shell - 19 yrs. old



Theresa Everson



Ida Johnson, John Hanish, Esther Zeis, Ed. Hanish, Gus Lindquist, Helen Lindquist, Stanley Morrival, baby, Lilly Morrival, Roy Morrival and Joe Washa.



Kate Hanish Peterson, John Hanish, Esther Lindquist Zeis, Gus Lindquist, Joe Washa, Ed. Hanish.



Aug. 4, 1912
The Misses Delia Anderson
Dora Holste and Martha Keabel



Left: not known, Agnes Anderson Boheim, Nora Evans Meier, Anna Winkler Fitch, Mabel Detjens Hegg.

BEST WISHES TO PHILLIPS

PHILLIPS FAMILY CENTER
IGA FOODLINER

ON HIGHWAY 13 IN PHILLIPS



Mrs. Oscar Rasmussen



Ida (Rehagen) Poenisch
Mary (Shanks) Bodenbunrg
Frieda (Rehagen) Haffa



Brothers - Bill and Jerome Jackson



Ida (Rehagen) Poenisch



Julia and Diane Maney



Julia Reinart and Mattie Farrand



*Left - Mrs. Shell
Right - Mrs. Evans - 1909*



Fashions of the past sponsored by the Rabenowich Department Store

Fun and Parties



Hobo Band. These known players: Chris Bliese, Roger Evans, Sanford Shell.



1910 Home Talent Shows were Great Entertainment at the Idle Hour Theatre.



The Blanket Toss



A Picnic. Chris Bliese and Friends donned women's shirt-waists and skirts.