



# The Pinery

PUBLISHED NOW & THEN BY THE PORTAGE COUNTY HISTORICAL SOCIETY

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## ANNUAL MEETING

April 27, 1966 in the Demonstration Room of the County-City Building. Social hour at 7:30 p.m. Meeting and program at 8:00 p.m. A film, some slides, a short talk, much recollection (perhaps some time for reflection) and for the Society, short official business, a brief review of the year and some projection for the future. We shall aim for a closing time of 9:30 p.m.

## DUES AND MEMBERSHIP

*April marks the beginning of the Society's new fiscal year; dues are again payable. The annual membership is still \$1.00.*

*You may pay your dues for the year to Mrs. N.R. Kampenga, Treasurer of the Society, address R.R. 1, Stevens Point.*

## SISTER SOCIETIES: Some Notes, Mostly Statistical

A study of the geographical distribution of state affiliated historical societies reveals some interesting facts:

There are 16 counties in which there are no county societies and no local societies. There are 36 counties in which there is a county society but no local society. There are 4 counties in which there are no county societies but 1 local and 3 counties in which there is a county society and only one local society.

There are 3 counties in which there are no county societies but 2 local societies and 5 counties in which there is a county society and 2 local societies. Three counties have a county society and 3 local societies.

There is one county that has a county historical society and 4 local societies

and one county does not have a county society but has 4 local societies. Three local societies are in two counties. One regional society embraces three counties and another embraces two counties.

There are 3 societies that are incorporated as state-wide societies.

Regional distribution is as follows:  
Northwestern Region--8 county, 3 local  
North Central Region--9 county, 6 local  
Northeastern Region--10 county, 2 local  
Southwestern Region--6 county, 5 local  
South Central Region--4 county, 10 local  
Southeastern Region--7 county, 5 local  
Winnebagoland Region--4 county, 9 local

## DID YOU KNOW

*That the following were post offices in Portage County "once-upon-a-time"?*

Alban 1880 to 1905  
Arnott 1882 -  
Badger 1855 to 1901  
Belmont 1876 - discontinued before 1900  
Blaine 1876 to 1903  
Boynton 1881 to 1895  
Buena Vista 1880 - discontinued before 1900  
Coddington 1912 - discontinued near the middle of the century  
Crocker's Landing 1882 to 1907  
Eau Pleine 1851 - 1875, at DuBay's Trading Post  
Ellis 1867 - probably discontinued in the latter part of the century  
Garfield 1884 - 1907  
Grant 1864 - 1874  
Heffron 1901 - 1903  
Hetzal 1896 - 1902  
Hull 1864 - 1903  
Keene 1870 - 1903  
Lanark 1883 - 1899

Lone Pine 1856, discontinued 1865 -  
re-established 1866-1904  
McDill 1874 - 1904  
Madely 1855 - 1900  
Meehan 1876 - 1907

Mohawk 1858 - 1860  
New Hope 1884 - 1907  
Peru 1884 - 1907  
Shaurette (Conant Rapids) 1840-50  
Sherman 1876 - 1887, re-established 1888,  
discontinued at end of century  
Stockton 1874 - 1905, re-established  
1911 existing until the 1930's.  
Surrey 1863 - 1891  
Towne 1884 - 1903

Many early post offices were established where there were mills and when the saw mill was discontinued the post office was no longer necessary. Rural delivery early in the century discontinued others.

### HISTORYMOBILE II

*When it takes to the road, is to feature the history of lumbering in Wisconsin. It will present in dioramas, case exhibits and settings of the general history of lumbering in the upper mid-west during the period of 1840-1910. We would hope that "THE PINERY", our own section of Wisconsin would be a part of this very timely exhibit and display.*

### NOTES OF INTEREST

Governor Warren P. Knowles, speaking at the State Historical Society's Annual Founder's Day banquet on Jan. 29, 1966 asked the Society's Board of Curators to conduct a state wide study of historic sites for the economic and educational benefit of the people of our state.

At the same mid-winter meeting, the Wisconsin Registered Landmarks Committee voted to recommend approval of six regional and local sites contingent upon the acceptance of the Landmarks designation by local sponsors and subsequent endorsement by the appropriate county or local historical societies. Also the State Society markers committee recommended eight sites to the State Historical Markers Commission for

approval on the basis of their statewide significance. Eleven sites were endorsed by the Landmarks Committee for approval as Registered Landmarks.

*READABLE WISCONSIN* is a selected reading list published by the Wisconsin Library Commission, and is now available to the public. The booklet contains titles of 96 books and 8 magazines devoted to Wisconsin history, natural resources, the arts and education, and historical fiction. The books listed are generally of recent publication. Single copies are priced at 25¢ and may be ordered by sending request and coin to the following address:

Reference and Loan Library  
Division for Public Services  
Department of Public Instruction  
P.O. box 1437  
Madison, Wisconsin 53701

There are three programs of *WISCONSIN HISTORY HIGHLIGHTS* still to be heard over the state stations at 10:30 every Tuesday:

- April 12 - Philip Rose (Wisconsin Postal History Society, Stoughton)
- April 19 - Mrs. Ray Hurlburt and Mrs. Frances Perry (Jackson County Historical Society, Black River Falls)
- April 26 - Hugh Highsmith (Fort Atkinson Historical Society, Fort Atkinson).

### TO BE RE-BUILT

The Albion Academy Historical Museum was destroyed by fire December 3, 1965. This 3 story, 26 room building was known as Kumlein Hall and was the last remaining building of Albion Academy and Teachers Seminary founded by the Seventh Day Baptists in 1853. This was often reported to be the first educational institution in Wisconsin.

The Albion Academy Historical Society is planning to re-build the museum. It will be reconstructed on the original foundation with the first floor similar to that in the original building. However it will be two-story and contain 16 instead of 26 rooms.

The Albion Academy Historical Society was host to the State Historical Society's Spring (1965) Institute. Your president was present on that truly memorable occasion, which included a full tour of the museum and a wonderful dinner at the church in the evening. In his words: "...this fire was real tragedy. It was apparent on this visit that the people of Albion and the alumni of the Academy have a strong heritage and the museum demonstrated this. The venerable Kumlien Hall had just been renovated (the President of the Society told with pride of his personal labor in repairing the belfry) and held the records and relics of the seminary as well as being furnished fully with furnishings appropriate to those early days of higher education in Wisconsin. To one who witnessed and felt the keen sense of pride in heritage that the people of the Albion Society demonstrated on that happy occasion, this ordeal by fire seemed most appalling. It is indeed a mark of indomitable spirit and great strength in this society that it immediately set plans for restoration. As a witness on a second visit, of the total destruction, I wonder how a small society can recover."

#### *Methods of Travel in "THE PINERY"*

The March 29, 1966 Stevens Point Journal had a short item stating that 11.7 miles of County Highway W in Portage County was to be surfaced and that the lowest bid for the surfacing was \$135,969. One-hundred years ago the roads, at best in this region known as "The Pinery", were ruts through mud or sand in Spring, Summer and Fall, and through the drifts of snow in the Winter.

The following will give an idea of travel and roads during Pinery days:

Ox-carts were used for travelling when the trip could be made in one day. Farmers called on other farmers of their neighbors with the ox-team and carts, providing the distance could not be made by foot. Before roads were made wide enough to travel on, the pack horse system was used. The narrow paths were scarcely two feet wide and travel was in the form of a caravan.

When George Stevens came to this part of Wisconsin, most of the travel and transportation was made by river and trail. We know that he himself brought goods in from the south by ox-team, that he used a dug-out on the river to carry them further north because at that time, 1839, there were no roads north of here. The trail at that time was a path through the brush wide enough for a horse to travel on, although if pack saddles were used they brushed against the trees on either side of the trail. As time went on and settlers and lumbermen came, a better trail was needed; in the widening of the trail, a road was built. The road coming in to Stevens Point from the south was naturally the first built because of settlers coming in from that direction and because for years they came from Berlin by stage and all freight had to be hauled in from there. These roads were so bad the passengers had to help push the stage coach through.

The first road built north of Stevens Point followed an Indian trail to Little Bull Falls (Mosinee) and Big Bull Falls (Wausau).

Stage coaches in those early days were built with no springs under the coach. It was simply suspended by two straps--one on each side--extending from the front to the hind axle. When the front wheels dropped into a hole the passengers pitched ahead. When the hind wheels dropped into the hole they pitched back. The wheels of these coaches were large and had tires or rims from six to ten inches wide, made of hard wood or thin iron. Baggage was put on the back of the coach and mail was also carried by them.

The following is an excerpt from one pioneer family's account of the stage coach ride to Stevens Point: "The long ride from Berlin was tedious because all five of us had to sit in one seat and the sand in the road was hub deep in places, which made progress very slow. In bad places, some of the passengers would get out and keep the stage from turning over, while they also helped the horses to drag it along, arriving in Stevens Point at three o'clock in the morning, after a ride of 24 hours."

How long does it take you to make that trip today?