

A Forensic History Presentation

by the

Western Bayfield County
Historical Society



to the

**Iron River
Pike Chain of Lakes Association**

**Lake Names and
Those who supplied them**

Origin of the Pike Lake Chain of Lakes

- Before the building of Murray's Dam there was only a large body of water called Pike Lake. It's easy to see how the Pike Chain was formed, but back in the day it was just Pike Lake. Now the smallest lake, connected at the north end of Buskey Bay is the only water body carrying that name.
- The following survey drawing is from 1858.

- Back when The Pike Lake Chain was just Pike Lake there was a 2-acre island located in what is now called Lake Millicent. On the island there was a Fishing Lodge called Island Camp.
- In the write up from the 1880 Ashland Daily Press they talk about the fine fishing and hunting a private group of owners out of St Louis have. They even say they put up 25 tons of ice to cool the champagne and have a very Jolly Time.

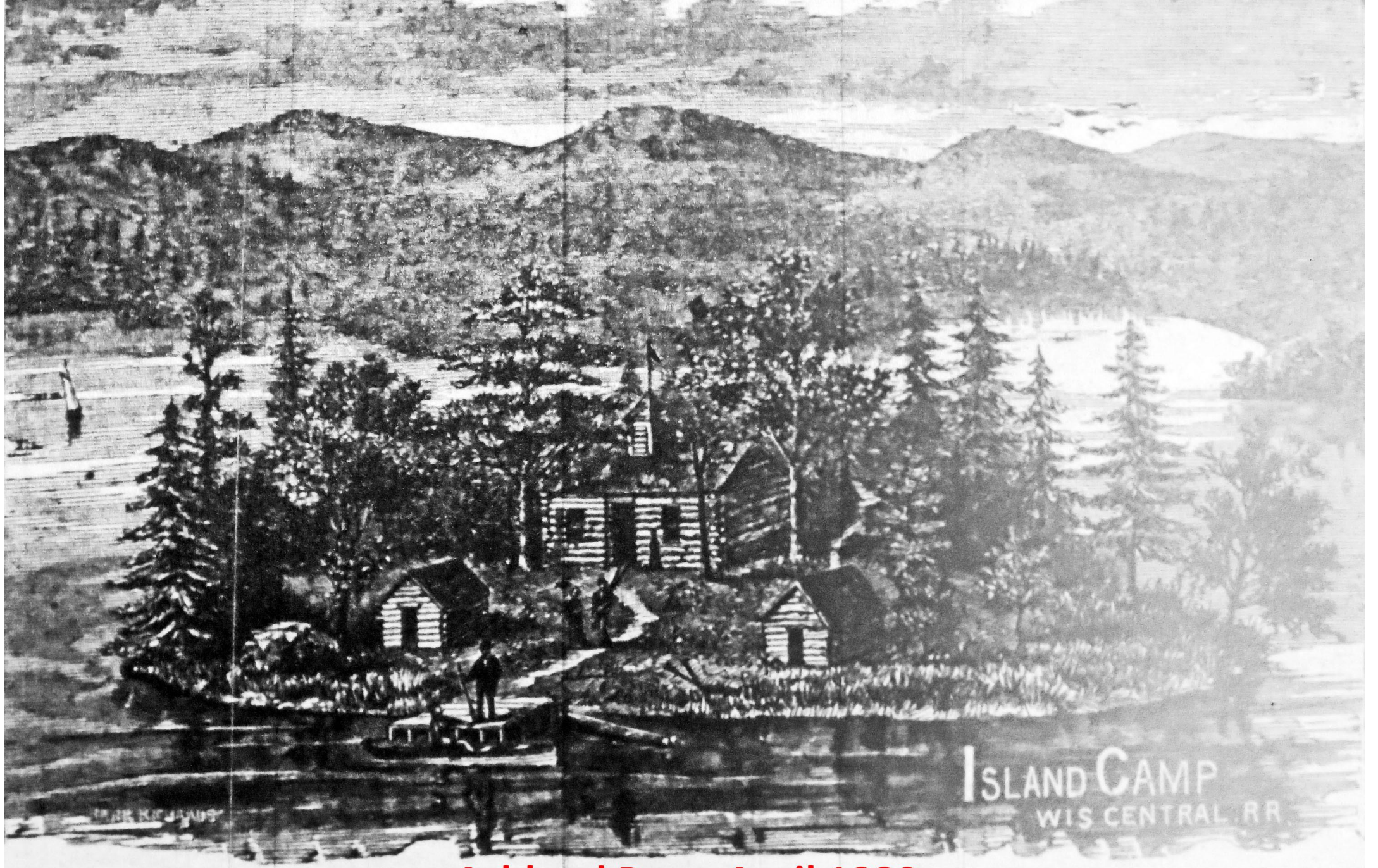
April
1880

“Island Camp.”

Ashland
Press

Of the illustration in to-day's Press, the Milwaukee *Evening Wisconsin* says:

There was on exhibition at the general passenger offices of the Wisconsin Central Railroad, yesterday, an artist's proof of an engraving of "Island Camp," the private property of a party of hunters and anglers of St. Louis. Island Camp is situated on an island in Pike Lake, a few miles from Ashland. The quarters consist of a fine center building, in rustic style, with a kitchen detached. The island itself is about two acres in extent: the lake surrounding is full of bass and pike and the streams and creeks, near by, abound in trout. Deer are abundant in the adjacent forests. These gentlemen have put in twenty-five tons of ice to cool their champagne, and intend to have a very jolly time. Invitations will be presently sent to a select number of persons in this city, to the number of about fifty, to enjoy a week's hospitality in the wilds of Wisconsin, such as old Isaac Walton never dreamed of.



Ashland Press April 1880

[No. 202, S.]

[Published April 17, 1883.]

CHAPTER 224.

AN ACT to authorize and empower John A. Humbird, his assigns or legal representatives, to improve the navigation of White river and its tributaries, and Long Lake and Pike Lake for log-driving purposes, and to drive, boom and handle logs thereon.

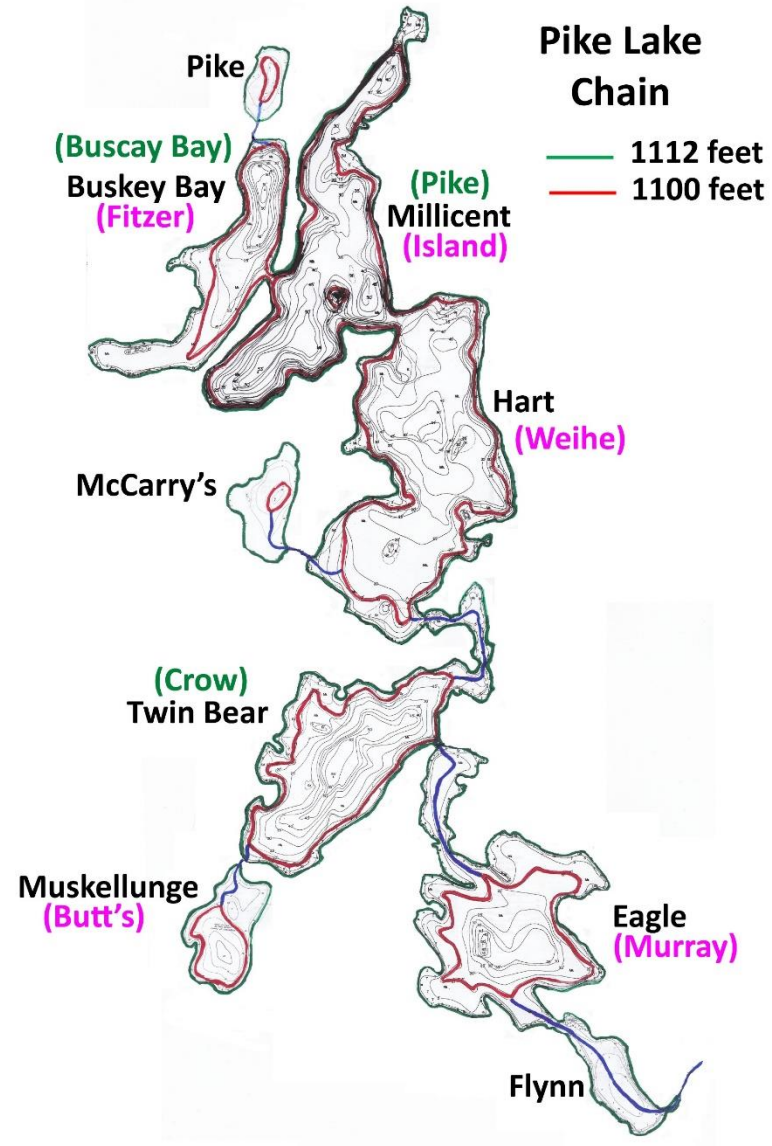
The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. John A. Humbird, his assigns or legal representatives are hereby authorized and empowered, to construct and maintain a dam in and across the White river in Bayfield county, Wisconsin, on land owned or leased by said John A. Humbird, his assigns or legal representatives, at or near the point where the Chicago, St. Paul, Minneapolis and Omaha railway crosses said river, and to construct and maintain in said river above said dam, such booms, piers and other structures as may be necessary or convenient for the purpose of assorting, holding and handling logs to be manufactured at said dam, and to stop and hold all logs, timber, ties, poles and posts floating down said river a sufficient length of time to enable said John A. Humbird, his said assigns or legal representatives, using due dilligence, to separate the logs intended for manufacture at said dam, from logs, timber, ties, poles and posts destined for points on said river below said dam; provided, however, and the grant herein made to said John A. Humbird, his assigns or legal representatives, is upon the express condition that no dam, booms, piers, or other structures shall be placed in said river by said John A. Humbird, his assigns or legal representatives at or near the point where said railroad crosses said river, in such manner as to materially obstruct or impede the free navigation thereof for log driving purposes. And, provided further, that the said John A. Humbird, his assigns or legal representatives, shall so construct and maintain said dam that the same shall be supplied with suitable sluiceways for the expeditious passage through the same of all logs, timber, ties, poles and posts for points below said dam, and they shall promptly, when said logs, timber, ties, poles and posts are separated as aforesaid or otherwise from the logs and timber to be manufactured at said dam, sluice, without expense to the owners thereof, through said dam, all logs, ^{May improve river.}

In 1883 a request to build the Murray Dam was submitted by John Humbird and it was finished in 1885.

- The purpose of flooding the lakes was for movement of logs to railheads and then on to Mason and Odanah. Once the Murray Dam was built, successive dams were built along the White River to also accommodate moving logs to the mills. These dams created the lower Pike Chain of lakes. The Upper Chain is what we know today as the Pike Lake Chain; Buskey Bay to Flynn Lake. The lower chain consisted of Hilder, Bear, Delta, and Everette Lakes. The lower dams were removed in the early 1900's so the lower chain no longer exists.
- The level of the lakes went up approximately 12 feet after the construction of the Murray Dam. As you can see from the map the lakes changed dramatically.

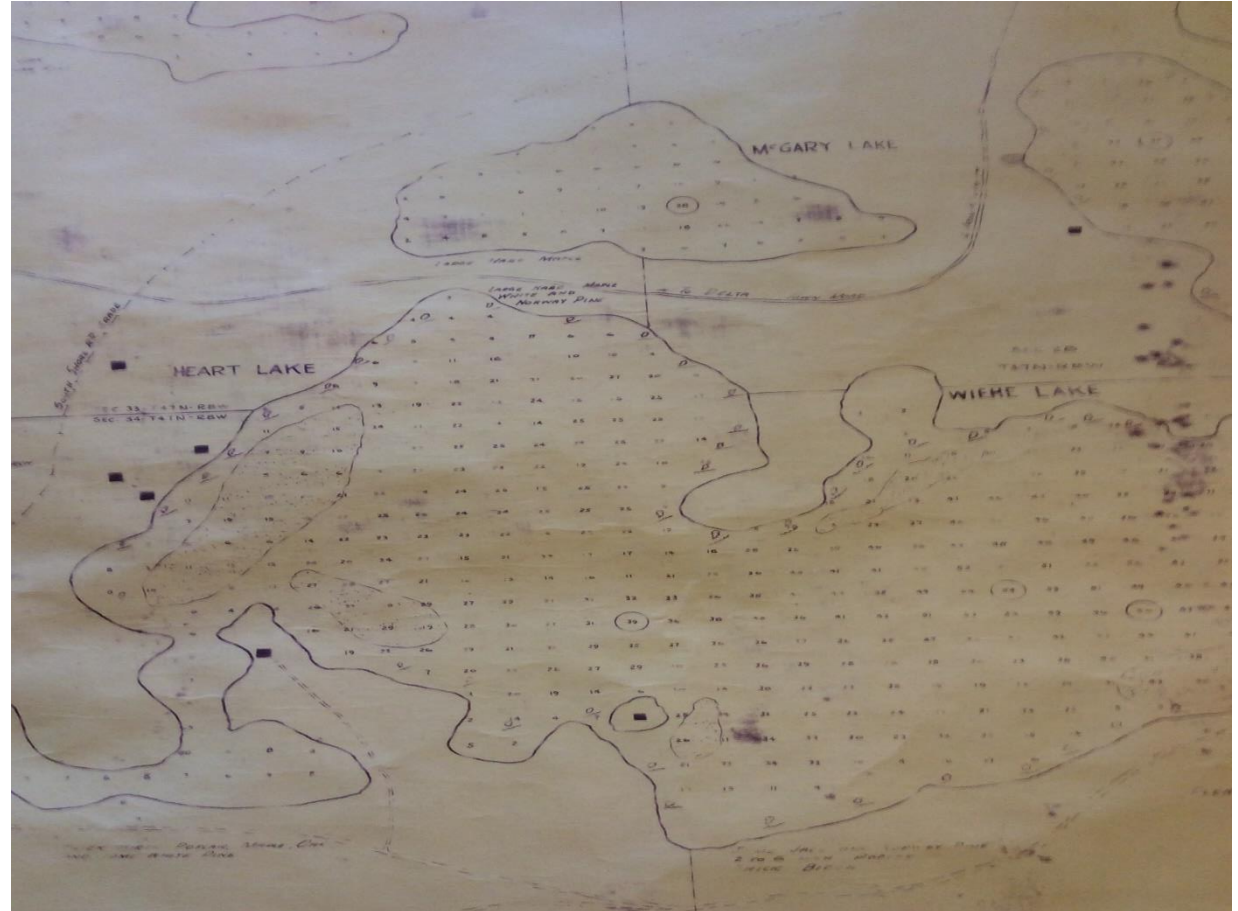
- **Red line: Shoreline prior to damming**
- You'll notice there was nothing even close to a Lake Channel, we should thank John Humbird for raising the lake level! The same can be said of everyone on Flynn Lake which was just a creek back then.



Lake Names

- Let's start with Buskey Bay. It is shown and referred to as Buscay Bay in early maps and plat books. It is said there was an Indian woman manning the mail stop on the St. Croix Trail and her name was Buscay. In later versions it showed up as Buskey who was actually a local business man who dealt in real estate which may be the reason for change.
- Next, Lake Millicent, originally Pike Lake. Millicent was the middle name of Walter Clubine's wife who was also Edward Hine's sister. Hine's was the owner of the Lumber Company.

After the dam was built and the lake levels went up the 2-acre island on Millicent got substantially smaller. The island camp was lost and Oliver Hart, one of the owners of the Island Camp and main land resort named what is now Hart Lake. For a while all or part of the lake was called Wiehe but changed back to Hart. You'll notice the spelling is incorrect on the map which was common with surveyors and or map cartographers back in the day.



- The next lake was initially called Crow Lake and then later changed to Twin Bear when Walter Clubine supposedly saw two bear cubs one morning on his way to work. In fact, in the Rail Road schedule you'll see later the stop is called Twin Bears, not just Twin Bear.
- Eagle Lake was initially called Murray Lake. As mentioned, Flynn wasn't even a lake back then and after the dam was built it was just considered part of Murray. Flynn was later named after a priest that lived in the area. There isn't any written history on how Eagle Lake got its name, but speculation has it that Hiene Johnson was fishing and received eagle droppings on his head and it's been Eagle ever since.

Landmarks

- Pine Tree Farms was the initial name for what became Pinecrest.



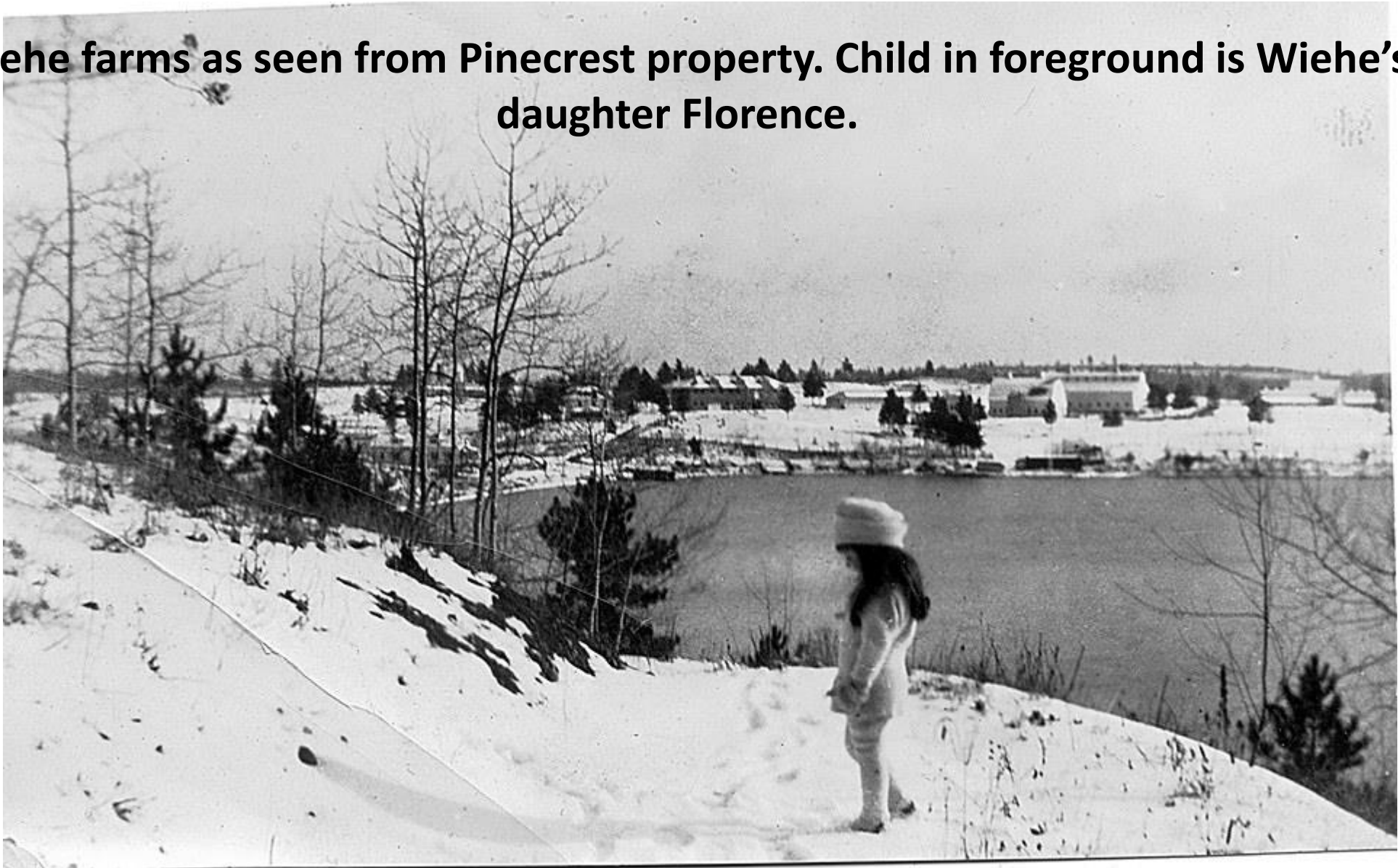


C.F. Wiehe

Pine Tree farms was created by Christian F Wiehe who was the secretary for the Hines Lumber Company. It just so happened he was married to Katherine Hines, sister of Edward Hines.

C F Wiehe purchased 3000 acres, mostly cut over land from the Hines Lumber company. He started farming with grapes, went in to hogs and some dairy cattle. His hog barns were reportedly large, built out of block and had floors made of 8" of cork. Cork was known to be easy on cloven hooved livestock such as swine.

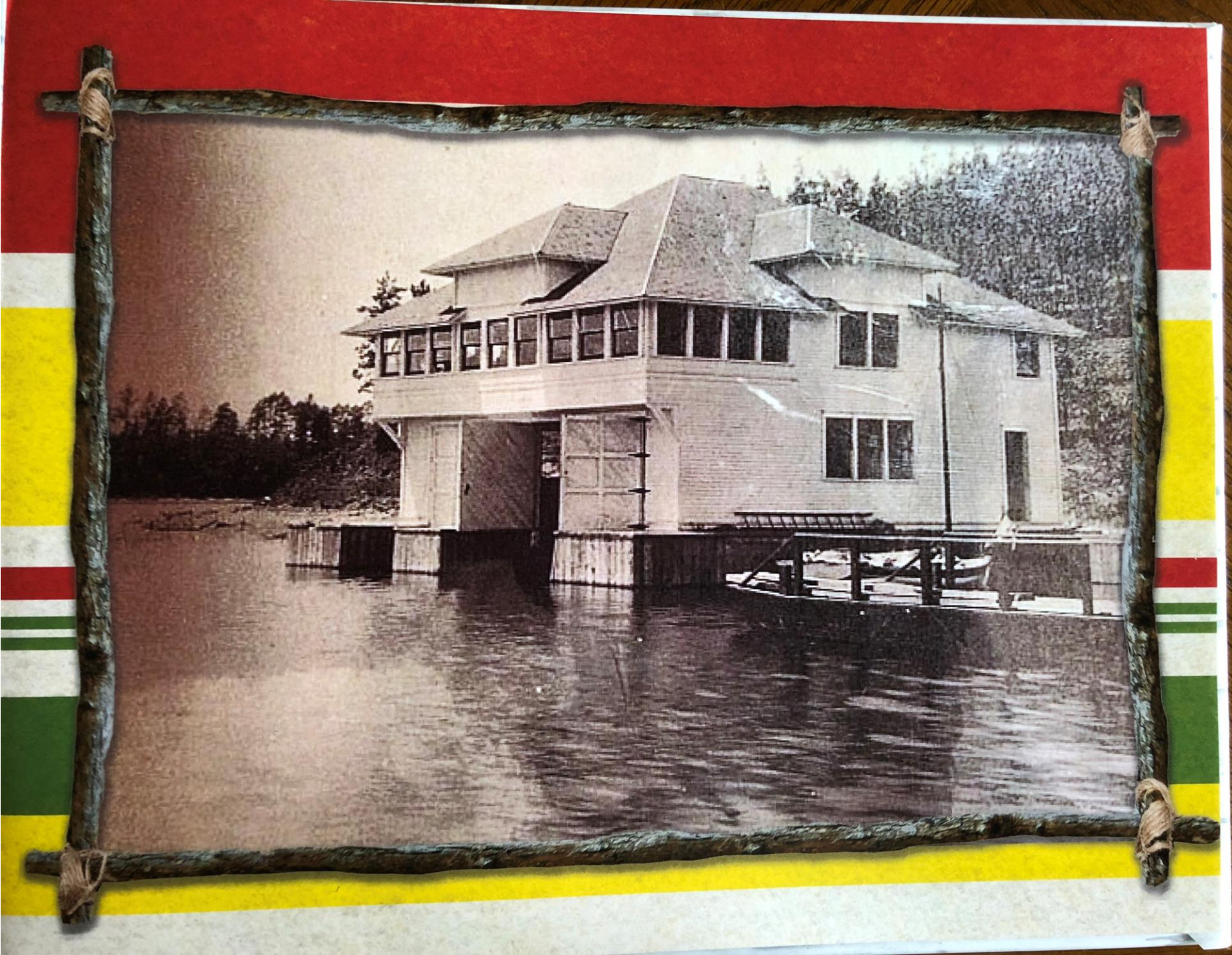
Wiehe farms as seen from Pinecrest property. Child in foreground is Wiehe's daughter Florence.



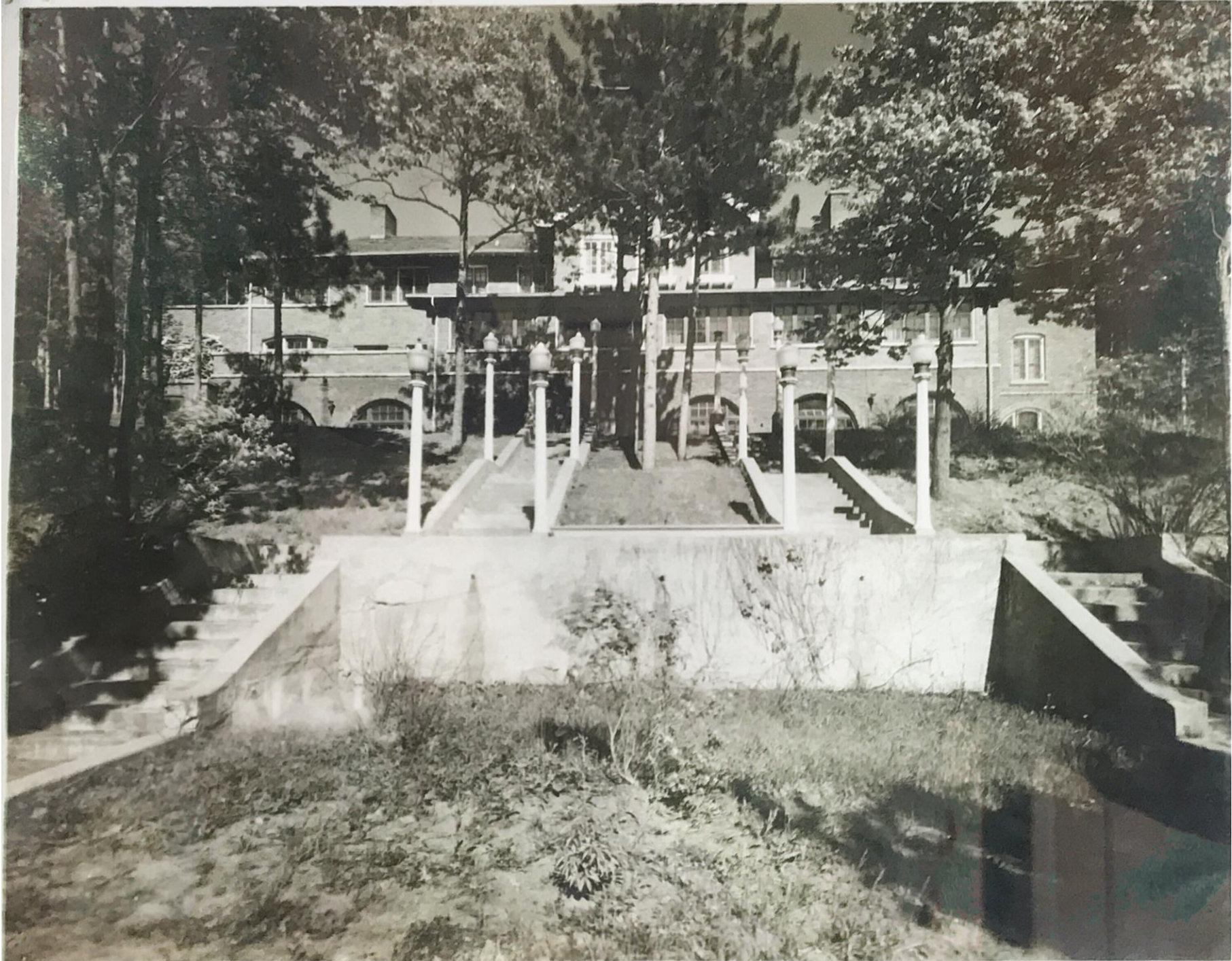
The Main House which still stands today ...was built mostly from clay block reportedly imported from Europe and shipped on the DSS & A to the Rail station called Pine Tree Farms located at the end of North Point Drive. The material was then barged over to the various building sites on Millicent and Hart lakes.











PINECREST



- After the local lumber mill closed, C F Wiehe abandoned his estate and went elsewhere to continue work with the Edward Hines Lumber Company. The estate was chopped up by the county and eventually sold for back taxes. The Chesney family purchased it and started a resort with the main estate house and 3 or 4 servant/workers quarters used as rental cabins.
- The Chesney's went bankrupt and the holdings sold again for back taxes and purchased by 3 area school teachers who ran a successful summer resort and supper club. They in turn sold to Vic and Ed Massalonus in late 1970. Vic died a few years later while in the process of parceling it out to sell. All the lake frontage and rental cabins were sold. Ironically the Main Lodge landed back in the ownership of Mary Chesney whose family still enjoys it today.

Twin Bear Farms

- Known now by most of us as the White Elephant the property on the south west end of Twin Bear Lake was purchased as cut over land from the Hines Lumber Co, by Walter Clubine, General Manager of the Iron River Hines Lumber Mill.
- Walter Clubine had grand plans for his farm. He was a huge optimist and it is believed he set out to outdo C F Wiehe. His main ambition in farming was potatoes. He built a potato warehouse along the route of the DSS & A Rail Road near Hart Lake. The building still stands today on Tee Pee Trail. The building never housed a single potato !!!







SAVED BY
MAY 11
1997

- Clubine built a huge 3 story concrete building which still stands today. The bottom level included a full dairy processing plant. The roof was also concrete and reinforced using the rails from abandoned narrow gauge logging railroads. Along the back was a huge dairy barn with 125 stantions. That dairy barn came down in the 1960s. Oh, and the barn never housed a single cow.





- All Clubine's ambitions failed. That includes; potatoes, cows, hogs, goats, fruit orchards, sheep and draft horses. In the following newspaper clippings, it notes that he brought goats in to help clear the land of brush in preparation for farming. There's another clip stating he thought shooting bears from a boat would be a great new sport. It goes on to state that after seeing 4 bears swimming in Pike Lake he got in his gasoline launch and fired 13 shots at 4 bears and succeeded in killing two of them. Not much of a sport or much of a shot.
- In another clip Clubine talks about his great apples planted on 35 acres but the article goes on to say few of them failed to take root and die but the opposite was actually true.

Iron River—Shooting bears from a launch promises to be great pastime among the sportsmen of this vicinity. Four bears were seen swimming across Pike lake. W. D. Clabine took after them in a gasoline launch. He fired thirteen shots at them and succeeded in killing two and wounding the others. The wounded bears managed to reach shore and scramble into the underbrush.

W. B. Clubine, owner of the Twin Bear farm, one of the largest farms in the making in Wisconsin, is more than pleased with the showing his thirty-five acres of wealthy apples made since they were planted last spring. But very few trees in the entire lot failed to take root and thrive, the percentage of loss being remarkably low.

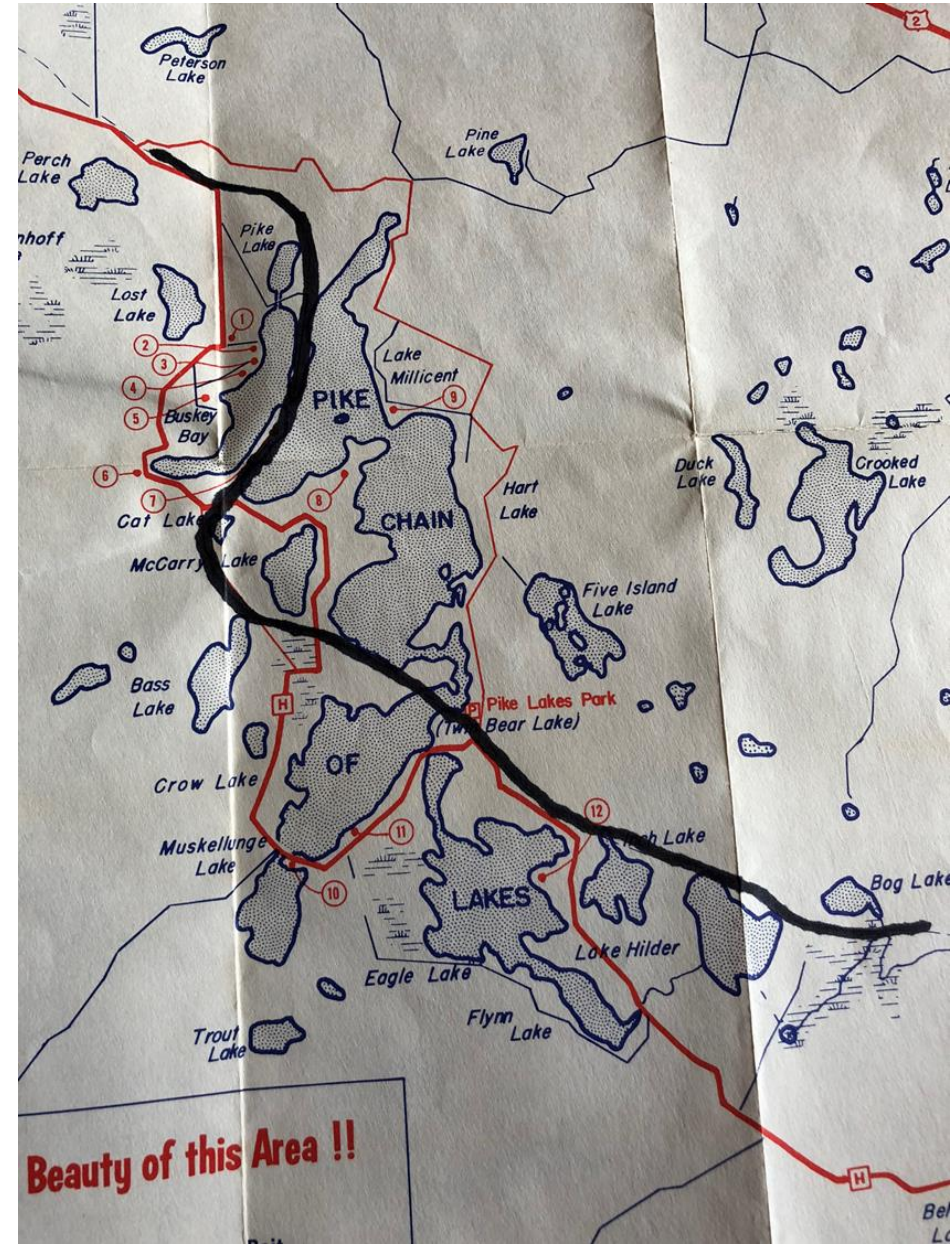
Ironwood—

- In 1913 Hines Lumber transferred Clubine to Park Falls and the Iron River plant was closed. He kept his efforts up with a staff at Twin Bear Farms but failure after failure made it difficult to continue. His last grand plan was to build underground silos for livestock feed. He had 4 carloads of bags of cement delivered by DSS & A at the Twin Bear Bridge crossing and had them barged across the lake to the farm. The bags were placed in the dairy processing plant on the lower level, but they were never used. Clubine left the farm to the county and it sold for back taxes. Pete and Ann Knutson purchased it and it became the White Elephant Lodge.



Duluth, South Shore, & Atlantic Rail Road

- Two bridges were used on the Pike Chain, one between North and South Point drives and the other that ran down Tee Pee Trail and crossed on to what is now Donna Puig point at Twin Bear Campground. At the end of Tee Pee Trail and in the channel between the points, you can still see the pilings just below the surface of the water. In fact, it's a good thing for all boaters to be aware of.



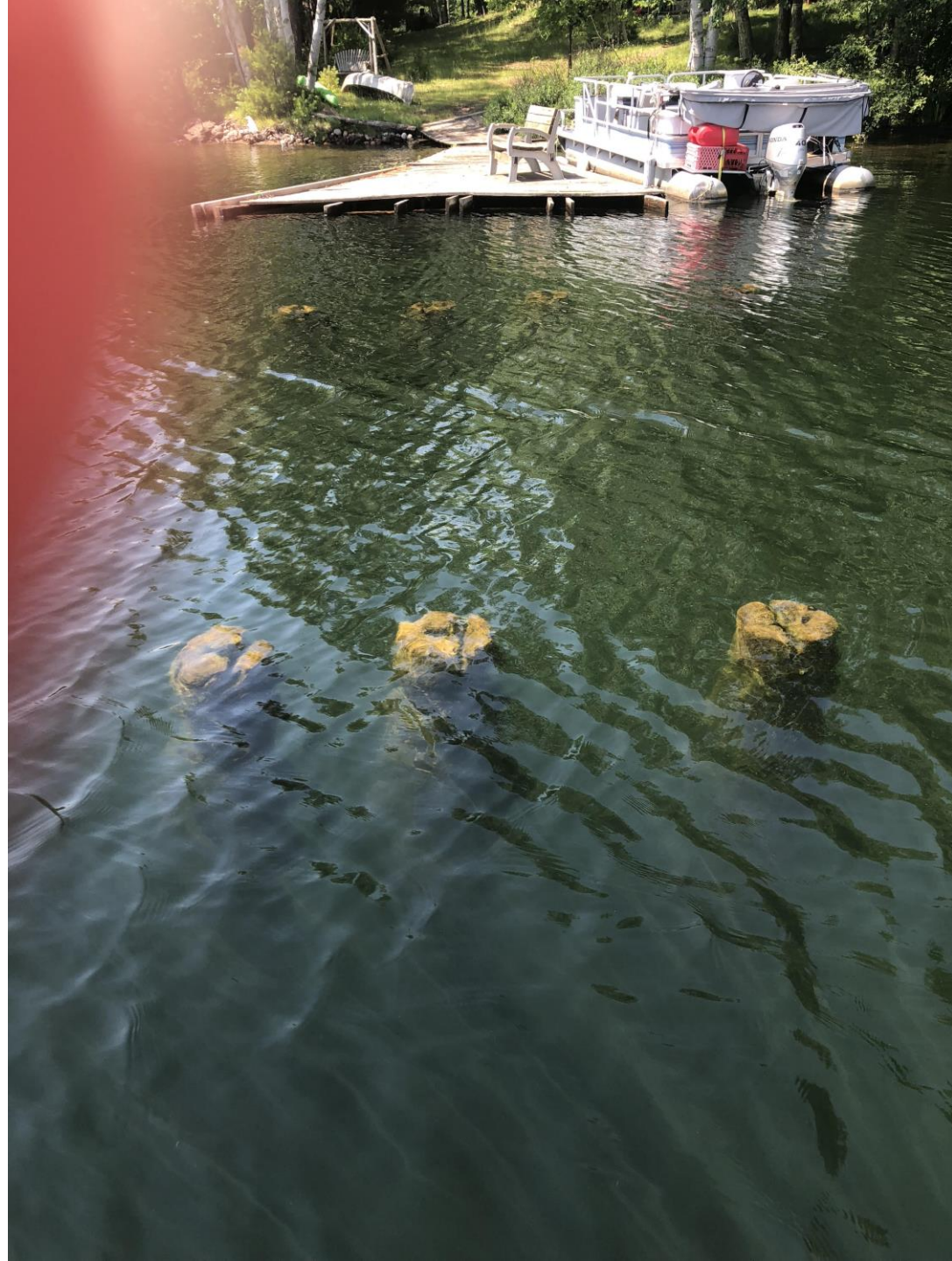
The “short bridge”
between North and South
points as seen from
Pinecrest. The island in
Lake Millicent is also
visible.



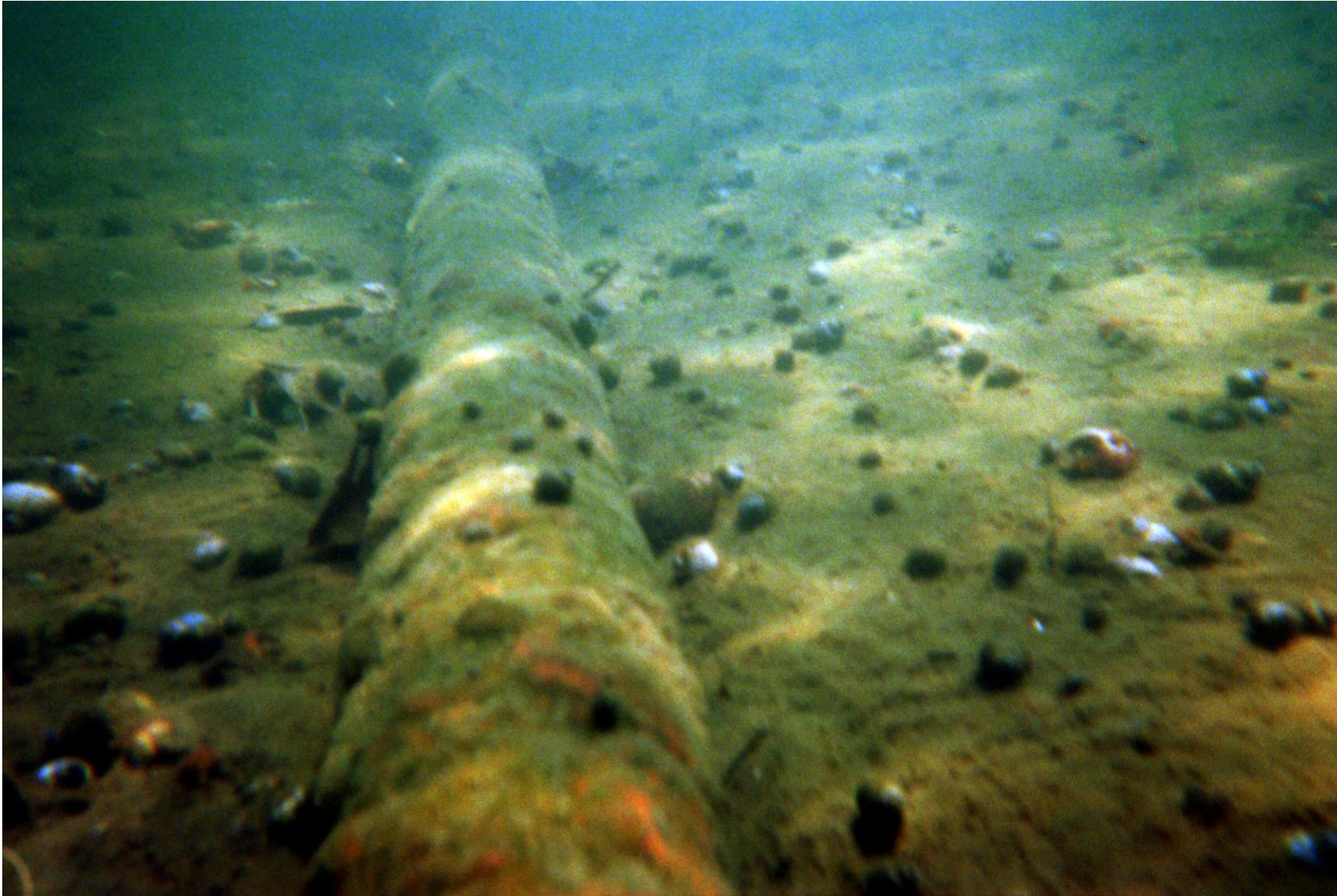


The exact date of when the bridges were removed is a mystery, but you can see from this older picture taken from Halls Resort that the bridge between North and South Point is already gone.

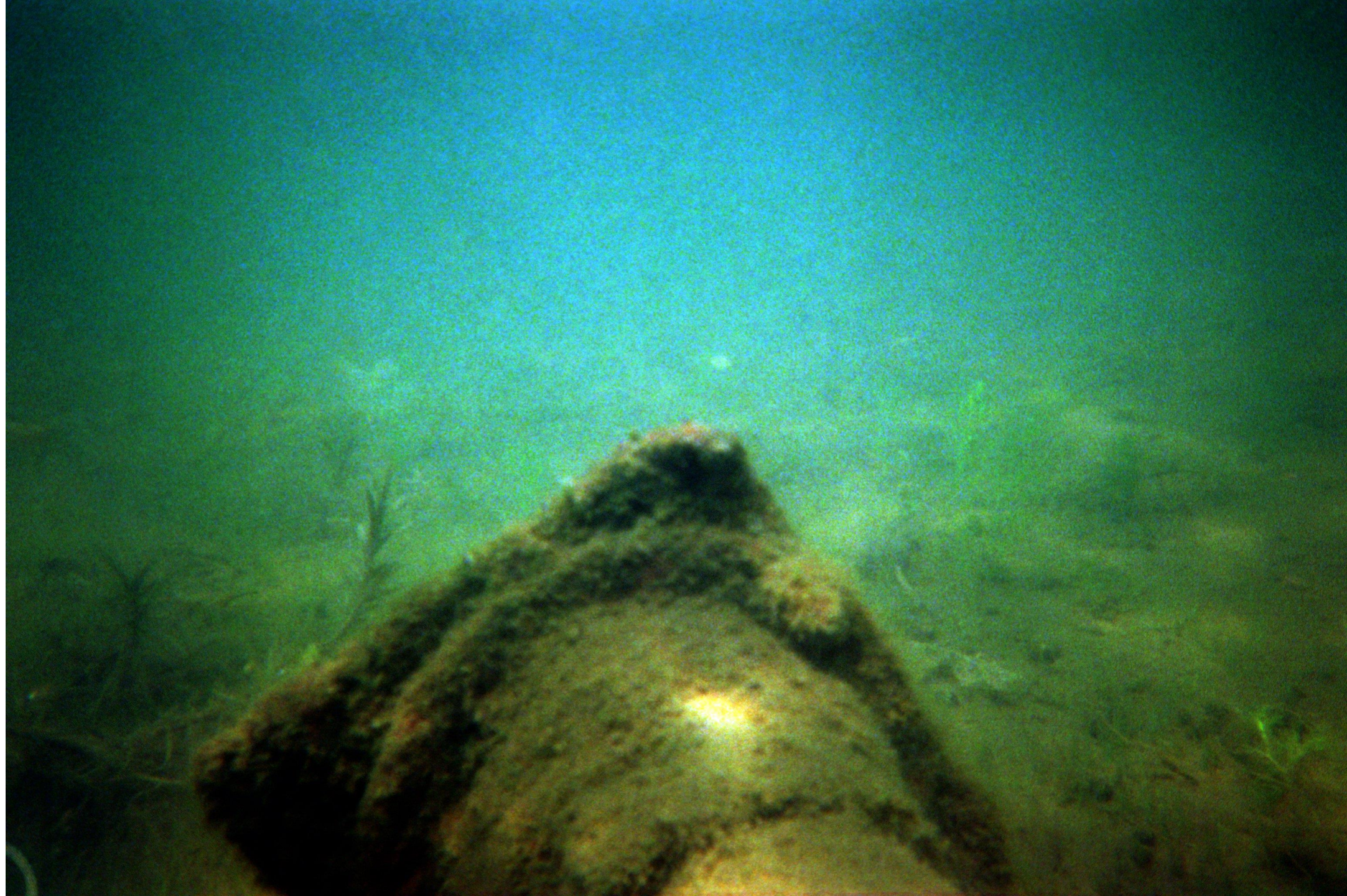
According to Hoeltgen family history, the DSS&A tracks were removed in 1937.







There was also a water station on Tee Pee Trail for the steam engines. It was near where Al Bochler's dad had a little cabin and where Tiegens live. On a calm day you can see the water pipe still laying on the bottom.



The Railroad Stations along the route were Iron River, Lake Millicent, Pine Tree Farms, Twin Bears, Clubine and Delta. The times are shown on the picture.

10.13	8.30	51.9	.....Iron River.....	8.15	3.35
f.....	① ⑫	55.4	.....Lake Millicent.....	① ② ⑩	f.....
f.....	①	56.0	.....Pine Tree Farms.....	① ②	f. . .
t.....	①	57.2	.....Twin Bears.....	① ②	f.....
f 10.30	① ⑫	59.5	.....Clubine.....	① ② ⑩	f 3.19
f.....	① ⑫	62.6	.....Delta.....	① ② ⑩	f.....
f 10.43	①	65.0	.....Pike River.....	① ②	f 3.07
f 10.51	①	68.1	.....Sutherland.....	① ②	f 3.00
11.03	9.25	74.0	Ar..... Bibon.....Lv	7.25	2.47
11.03	9.40	74.0	Lv..... Bibon.....Ar	7.15	2.47

Edward J. Hines Biography

Edward J. Hines was born in Buffalo New York on 31 July 1863, the eldest of seven siblings and the only male child in the family. The father, an Irish immigrant, was employed as a ships' carpenter.

The year, 1865, saw the Hines family moving to Chicago. Hines attended public school in Chicago; however he did not complete his secondary curriculum as he left school to enter the workplace. Initially a grocery boy, and later a tally boy [accountant's clerk] at a lumber inspection firm named Peter Fish and Brothers, Hines gained employment with the S. K. Martin Lumber Company. As a historical side-note, Chicago, at this time, was home to approximately one hundred twenty-five lumberyards, the majority of which served the wholesale lumber market. This was the time of the opening of the US west of the Mississippi river where trees were not in abundance. Railroads radiating westward from Chicago promoted the transportation of finished lumber products to these new areas of America. Because of its position at the foot of Lake Michigan, Chicago became the largest point for receiving and shipping of lumber products. The majority of the inbound shipments were via boat and thus were less expensive than those brought in by rail. The majority of the outbound shipments were into America's heartland and Great Plains.

As a boy of 14, Edward Hines began his career in 1877, in the field of lumber sales as a "clerk and general factotum" for the S.K. Martin Lumber Company, a Chicago-based lumber company. By the age of 22, Edward Hines had achieved the positions of Secretary and Treasurer at that firm, firmed up his sales techniques, established his own lumber business on the side; and, during March of 1892, his fortunes had grown to a point that he purchased the S. K. Martin Lumber Company. Hines then incorporated his own four-year old lumber business with his new purchase, to form the Edward Hines Lumber Company, which outsold all of the Chicago competitors in its first year of operation. Hines recruited two of his fellow S. K. Martin employees to assist him in his new venture which was apparently only slightly affected by the economic Panic of 1893. Prior to his entrance into the lumber business, Hines had sought and developed a close association with Jesse Spaulding, a prominent Menominee, Michigan lumberman whose business and financial affairs were to be absorbed by the Weyerhaeuser – Rutledge lumber processing group. Frederick Weyerhaeuser and Edward Rutledge were stockholders in Hines' lumber interests.

During his formative years in the industry, Edward Hines came to understand that serving his customers in a timely fashion with quality lumber at a fair price would bring him great rewards. Hines was well-known for searching quality timber, standing or harvested; and developing an excellent business rapport with the logging and lumbering companies with whom he dealt on a regular basis. Apparently he treated them fairly for they provided a continuous supply of quality logs for his Chicago retail and nation-wide wholesale operations. During his business career, Hines was fortunate to become the devoted friend of Frederick Weyerhaeuser, the US lumber baron extraordinaire! Frederick Weyerhaeuser served on the board of directors of the Edward Hines Lumber Company.