PLACE: Adams County, Wisconsin

Notes: The Central Sands Region of Wisconsin covers parts of eleven counties in central Wisconsin and this study looks at how seventeen townships in four of those counties (Adams, Juneau, Portage and Wood) were affected by what came to be known as the Wisconsin Dust Bowl, caused by the same combination of drought and soil erosion as the famous Dust Bowl in the Great Plains from approximately 1932 to 1940. Goe creates a vivid picture of the incredibly harsh conditions endured by farmers of the Central Sands Region during this period and what ecological steps were taken to turn the situation around.

PLACE: Almond, Wisconsin


PLACE: Appleton, Wisconsin

Notes: A comparative treatment of the relative industrial fortunes of Oshkosh, Wisconsin, and the four cities known collectively as the Fox Cities (Neenah, Menasha, Appleton, and Kaukauna, Wisconsin) and how the differences in their geography, as well as economic developments in the nineteenth century in these cities, determined their industrial specializations and relative economic situations in the twentieth century, especially regarding the lumber, flour, and paper-making industries.
Notes: A fine collection of labor songs performed by Larry Penn, one of Wisconsin's labor troubadors, and Darryl Holter, former president of the Wisconsin Labor History Society. The substantial and well-illustrated accompanying booklet explains the historical connection of each song, many of which are about a specific Wisconsin event or a labor issue which affected workers and labor unions in Wisconsin. Copies are still available from: Cookie Man Music Co., 3955 South First Place, Milwaukee, WI 53207; telephone: 414/483-7386; URL: http://www.execpc.com/~cookeman/
CONTENTS: Side A. "Fifty Years Ago" (Joe Glazer)--"Babies in the Mill" (Dorsey Dixon)--"The Ghosts of Bay View" (Larry Penn)--"Saturday Night" (Darryl Holter)--"Frozens in Time" (Larry Penn)--"So Long Partner" (Larry Penn)--"Willie the Scab" (Larry Penn)--"Which Side Are You On?" (Florence Reece; additional lyrics by Darryl Holter). Side B. "Cowboy Days" (Larry Penn & Traditional)--"The Wreck of the Carl D. Bradley" (Larry Penn)--"Love and the Shorter Work Week" (Darryl Holter)--"Putting the Blame" (Tom Juravich)--"So Long It's Been Good to Know Ya" (Woody Guthrie; additional lyrics by Darryl Holter)--"Union Maid" (Woody Guthrie).
"Fifty Years Ago" is about the founding of the American Federation of State, County and Municipal Employees (AFSCME) in Madison, Wisconsin.
"Babies in the Mill" was written in 1950 and is about child labor in textile mills and was included here because of the significant growth of child labor in the modern economy.
"The Ghosts of Bay View" is about the 1886 Bay View Massacre when the Wisconsin National Guard fired into a group of workers marching in a parade in support of the Eight-Hour Day in Bay View, a neighborhood of Milwaukee, Wisconsin; at least seven were killed (six men and one boy)--still to this day Wisconsin's bloodiest labor dispute.
"Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off.
"Frozens in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people--mostly children--died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry on the union struggle in their new communities.
"So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United Electrical Workers International Union (UE); Wright's 1975 book of the same title is a classic collection of labor cartoons. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed.
"Willie the Scab" is about the scabs during 1987-89 strike by members of the United Food & Commercial Workers Union, Local P-40 at the Patrick Cudahy meatpacking plant in Cudahy, Wisconsin.
"Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the U.S. labor movement; additional lyrics here adapt it to the long and bitter union struggles at the Kohler Company in Kohler, Wisconsin in the 1930s and 1950s.
"Cowboy Days" is about the life of a truck driver working as an over-the-road mover.
"The Wreck of the Carl D. Bradley" is about the November 1952 shipwreck on Lake Michigan of one of the largest boats operating at that time on the Great Lakes.
"Love and the Shorter Work Week" is a wonderfully fun song effectively capturing how the workers of today's "new economy" struggle with work schedules and jobs designed without taking human elements into consideration.
"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of the 1980s for the ugly shutdowns of their factories; the song ends by identifying the real culprit of the plant closures.
"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song about people during the Dust Bowl of the 1930s; the re-written verses by Darryl Holter eloquently tell the story of the abandoned manufacturing communities of the "rustbowl" states like Wisconsin.

"Union Maid" is another rousing classic labor song by Woody Guthrie.


Notes: The main characters in this novel, set in a Wisconsin mill town, are the mill owner and his family; the story's major conflict features a labor organizer and a strike by the mill workers. Taber was raised in Appleton, Wisconsin. This novel is mentioned in Neufeld's *A Representative Bibliography of American Labor History* (1964). Published in England as *Steadfast Star* (London: Methuen, 1940).


Notes: Ph.D. thesis, University of Wisconsin, 1969. 401 leaves. Voelker has provided an organizational history here of the International Brotherhood of Pulp, Sulphite, and Paper Mill Workers (I.B.P.S.P.M.W.) for the period from 1906 to 1929. At various times during this period, the I.B.P.S.P.M.W. had union locals in nine Wisconsin cities: Green Bay, Kaukauna, and Appleton (all on the Fox River); Oconto Falls (on the Oconto River); Marinette (on the Menominee River); Shawano (on the Wolf River); and, Rhinelander, Port Edwards, and Nekoosa (all on the Wisconsin River). Only brief mentions are made of these Wisconsin locals in the body of this dissertation (on p. 67-68, 125, 128, 173, 253-254, and 358), and a few are only mentioned in the bibliographical footnote provided for a document cited by the author (on p. 118, 122, 179, 183, 186, 232, 300-301, 306, 350, and 379).

PLACE: Ashland County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of the great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced. Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Ashland, Wisconsin


Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by shipping companies operating on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and which of 160 public repositories a copy will be found. Paper items with little informational value or minor promotional items produced by the shipping firms were excluded.

Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on Lake Michigan are Green Bay, Gills Rock, Sturgeon Bay, Kewaunee, Manitowoc, and Milwaukee. The entries are arranged by the name of each shipping company and each printed item is fully described and the repository where the item can be found is given. Each entry also includes the name of the headquarters of the shipping firm.

Although an index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography--these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship
Krzycki's first union involvement began, when at age fifteen "he led a group of young press tenders out on an
unsuccessful strike at a local lithography plant" (p. 53). After a period of having been blacklisted as a result of that strike, he eventually returned to lithography work in Milwaukee and from 1904 until 1908 was

PLACE: Baraboo, Wisconsin

Notes: Published in conjunction with the Circus World Museum (located in Baraboo, Wisconsin), this volume consists primarily of photographs showing how trains were used by circuses as they moved from place to place throughout the United States for their short engagements. Included photographs show both the railroad cars specifically designed to meet the requirements of transporting the specialized circus equipment and livestock, as well as the techniques developed to efficiently load and unload a circus; many of the examples provided were drawn from the files of the Ringling Brothers' circus, which had begun in Baraboo and which remained headquartered there for many years.

PLACE: Bay View, Wisconsin

Notes: Tells the story of how agitation nationally to win the Eight-Hour Day led to the seven tragic deaths in the Bay View neighborhood of Milwaukee, Wisconsin on May 5, 1886, killed by state militia ordered to fire upon a parade of striking workers--still to this day the bloodiest day in Wisconsin labor history.
CREDITS: Produced by David Thomas. Voices by Melinda Macdonald; Dan Mooney, AFTRA/SAG. "8 Hours" [sung] by Pete Seeger, used with permission. Guitar music of John Fahey, courtesy of Vanguard Records, Welk Record Group. Videotape produced through the facilities of Milwaukee Access Telecommunications Authority. Thanks to Milwaukee County Historical Society, State Historical Society of Wisconsin, Milwaukee Public Library. Special Thanks to the Wisconsin Labor History Society.

This video continues to be available for sale (at a cost of $15.00); to purchase a copy, write to: Wisconsin Labor History Society, 6333 West Blue Mound Road, Milwaukee, WI 53213.

Notes: "This booklet highlights presentations made at six events which were held throughout the state as part of the "Workers in Wisconsin History" Project during 1998--Wisconsin's Sesquicentennial Year. The contents ... include excerpts from speeches, writings or other presentations made at the events."--inside front cover.


Notes: News of the police riot in Haymarket Square in Chicago on May 4, 1886 dominated the national attention regarding the campaign begun on May Day (May 1) by U.S. workers across the country to win the Eight-Hour Day. Contemporaneously on May 5, 1886 in Bay View, Wisconsin (a neighborhood of Milwaukee), the Wisconsin state militia fired upon a parade of workers marching in support of the Eight-Hour Day and killed seven people (six men and one boy)--still to this day the bloodiest day in Wisconsin labor history; see this book's section titled, "The Militia Strikes in Milwaukee" (p.32-33) for a description of the Bay View Massacre.

Notes: Describes the May 5, 1886 Bay View Massacre when the Wisconsin state militia fired upon workers marching in support of the Eight-Hour Day. The contemporaneous news of the police riot in Haymarket Square in Chicago on May 4, 1886 dominated national attention regarding the campaign begun on May Day 1886 by U.S. workers across the country to win the Eight-Hour Day, but many workers in the Milwaukee, Wisconsin area had also joined the general strike for the Eight-Hour Day. On May 5 they were parading to a large factory in Bay View, a neighborhood of Milwaukee, to ask the workers there to join in the strike. As the parade got close to the factory, the Wisconsin militia fired upon the marchers and killed seven people (six men and one boy)--still to this day the bloodiest day in Wisconsin labor history.

Notes: About the Bay View Massacre

Notes: Leo Krzycki was born in 1881 in Milwaukee, Wisconsin and made his home there his entire life, while rising to national prominence as a talented, effective union organizer in the garment industry and serving as a vice-president with Sidney Hillman's Amalgamated Clothing Workers of America (A.C.W.A.). This article discusses Krzycki's entire life and career from his early recollections of the 1886 Bay View Massacre (part of the national struggle in the movement to win an eight-hour work day) through his death on January 22, 1966.

Krzycki's first union involvement began, when at age fifteen "he led a group of young press tenders out on an unsuccessful strike at a local lithography plant" (p. 53). After a period of having been blacklisted as a result of that strike, he eventually returned to lithography work in Milwaukee and from 1904 until 1908 was...
Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely

"Union Maid" is another rousing classic labor song by Woody Guthrie.

"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song

"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of

"Love and the Shorter Work Week" is a wonderfully fun song effectively capturing how the workers of today's

"The Wreck of the Carl D. Bradley" is about the November 1952 shipwreck on Lake Michigan of one of the

"Cowboy Days" is about the life of a truck driver working as an over-the-road mover.

"Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the

"Willie the Scab" is about the scabs during 1987-89 strike by members of the United Food & Commercial

"So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United

"Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off.

"Frozen in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people--mostly children--died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry on the union struggle in their new communities.

"Union Maid" is another rousing classic labor song by Woody Guthrie.

"Fifty Years Ago" is about the founding of the American Federation of State, County and Municipal Employees (AFSCME) in Madison, Wisconsin.

"Babys in the Mill" was written in 1950 and is about child labor in textile mills and was included here because of the significant growth of child labor in the modern economy.

"The Ghosts of Bay View" is about the 1886 Bay View Massacre when the Wisconsin National Guard fired into a group of workers marching in a parade in support of the Eight-Hour Day in Bay View, a neighborhood of Milwaukee, Wisconsin; at least seven were killed (six men and one boy)--still to this day Wisconsin's bloodiest labor dispute.

"Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off.

"Frozen in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people--mostly children--died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry on the union struggle in their new communities.

"So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United Electrical Workers International Union (UE); Wright's 1975 book of the same title is a classic collection of labor cartoons. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed.

"Willie the Scab" is about the scabs during 1987-89 strike by members of the United Food & Commercial Workers Union, Local P-40 at the Patrick Cudahy meatpacking plant in Cudahy, Wisconsin.

"Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the U.S. labor movement; additional lyrics here adapt it to the long and bitter union struggles at the Kohler Company in Kohler, Wisconsin in the 1930s and 1950s.

"Cowboy Days" is about the life of a truck driver working as an over-the-road mover.

"The Wreck of the Carl D. Bradley" is about the November 1952 shipwreck on Lake Michigan of one of the largest boats operating at that time on the Great Lakes.

"Love and the Shorter Work Week" is a wonderfully fun song effectively capturing how the workers of today's "new economy" struggle with work schedules and jobs designed without taking human elements into consideration.

"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of the 1980s for the ugly shutdowns of their factories; the song ends by identifying the real culprit of the plant closures.

"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song about people during the Dust Bowl of the 1930s; the re-written verses by Darryl Holter eloquently tell the story of the abandoned manufacturing communities of the "rustbowl" states like Wisconsin.


PLACE: Bayfield County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation,
who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farmede the Cutover received a "Book Award of Merit" in 1999 from the State Historical Society of Wisconsin.

PLACE: Bayfield, Wisconsin

Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or minor promotional items produced by the shipping firms were excluded.

Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on Lake Michigan are Green Bay, Gills Rock, Sturgeon Bay, Kewaunee, Manistowoc, and Milwaukee.

The entries are arranged by the name of each shipping firm and each printed item is fully described and the repository where the item can be found is given. Each entry also includes the name of the headquarters of the shipping firm.

Although an index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography--these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).

PLACE: Beloit, Wisconsin

Notes: This booklet highlights presentations made at six events which were held throughout the state as part of the 'Workers in Wisconsin History' Project during 1998--Wisconsin's Sesquicentennial Year. The contents ... include excerpts from speeches, writings or other presentations made at the events."--inside front cover.

CONTENTS: "The Bay View Tragedy of May 5, 1886: A Look at Milwaukee's 8-Hour March, Killings from looking up their entry in the body of the bibliography--these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).

PLACE: Brantwood, Wisconsin

Notes: A paper "originally presented at a conference on "The Finnish Experience in the Western Great Lakes Region: New Perspectives" held at the University of Minnesota, Duluth, in April of 1974" (editors' introduction, p. 3). Alalen dates "the first actual Finnish-sponsored cooperative" in the United States to 1903 "when thirteen farm families near Menahga, Minnesota contributed a total of $170 to start a cooperative store" (p. 110)--seventy years later this store was still going strong with annual sales of about $2 million. By 1907 several more "Finnish stores or buying clubs" had been established throughout the upper peninsula of Michigan, northern Wisconsin, and primarily northern Minnesota and by 1917 the number had grown to over a hundred Finnish consumer cooperatives throughout the northern area of the three states and the network had their own wholesale outlet, the Cooperative Central Exchange, headquartered in Superior, Wisconsin. Many of these
cooperatives had been started during mining strikes in the region, while others grew from "buying circles" set up by Finnish farmers of the area. Between 1904 and 1907, the communities of Brantwood, Wisconsin and Clifford, Wisconsin became Wisconsin's first two locations to establish a Finnish-sponsored store or buying club; by 1917 nine were scattered across northern Wisconsin alone and by 1929 that number had grown to sixteen. This paper provides an overview of the history of the Finnish-sponsored cooperatives and the factors which influenced their development over time.

PLACE: Burnett County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political and professional. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

"Farming the Cutover" received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Central Sands Region (Wisconsin)


Notes: The Central Sands Region of Wisconsin covers parts of eleven counties in central Wisconsin and this study looks at how seventeen townships in four of those counties (Adams, Juneau, Portage and Wood) were affected by what came to be known as the Wisconsin Dust Bowl, caused by the same combination of drought and soil erosion as the famous Dust Bowl in the Great Plains from approximately 1932 to 1940. Goc creates a vivid picture of the incredibly harsh conditions endured by farmers of the Central Sands Region during this period and what ecological steps were taken to turn the situation around.

PLACE: Chippewa Falls, Wisconsin


PLACE: Clifford, Wisconsin


Notes: A paper "originally presented at a conference on "The Finnish Experience in the Western Great Lakes Region: New Perspectives" held at the University of Minnesota, Duluth, in April of 1974" (editors' introduction, p. 1). Alanen dates the "first actual Finnish-sponsored cooperative" in the United States to 1903 "when thirteen farm families near Menahga, Minnesota contributed a total of $170 to start a cooperative store" (p. 110)--seventy years later this store was still going strong with annual sales of about $2 million. By 1907 several more "Finnish stores or buying clubs" had been established throughout the upper peninsula of Michigan, northern Wisconsin, and primarily northern Minnesota and by 1917 the number had grown to over a hundred Finnish consumer cooperatives throughout the northern area of the three states and the network had their own wholesale outlet, the Cooperative Central Exchange, headquartered in Superior, Wisconsin. Many of these cooperatives had been started during mining strikes in the region, while others grew from "buying circles" set up by Finnish farmers of the area. Between 1904 and 1907 the communities of Brantwood, Wisconsin and Clifford, Wisconsin became Wisconsin's first two locations to establish a Finnish-sponsored store or buying club; by 1917 nine were scattered across northern Wisconsin alone and by 1929 that number had grown to sixteen. This paper provides an overview of the history of the Finnish-sponsored cooperatives and the factors which influenced their development over time.

PLACE: Cudahy, Wisconsin


Notes: This oral history collection consists of interviews done in 1994 with participants in the bitter two-year-long labor strike during 1987-1989 at the Patrick Cudahy meatpacking plant in Cudahy, Wisconsin, a small town just south of Milwaukee, Wisconsin; interviewees included the company's president and its human relations director, as well as the president of the local union involved (United Food and Commercial Workers Local P 40) and fifteen other striking workers, including several women workers.

Location: University of Wisconsin-Milwaukee Manuscript Collection control number UWM Manuscript Collection 123), Division of Archives and Special Collections, Golda Meir Library, University of Wisconsin-Milwaukee.
   Notes: An over-sized, illustrated promotional brochure giving the history of the Patrick Cudahy meatpacking company in Cudahy, Wisconsin; mention is made of the bitter strike against the company by the United Food and Commercial Workers Local P-40 from 1987 to 1989.

   Notes: This article explains how the collaboration of an oral historian (the author of this article) and a playwright (John Schneider, the artistic director of Milwaukee's innovative Theatre X) brought about the creation of an original play which dramatized the bitter 1987-1989 strike by United Food and Commercial Workers Local P-40 against the Patrick Cudahy, Inc. meatpacking plant in Cudahy, Wisconsin, a small town just south of Milwaukee, Wisconsin. The strike, which lasted for twenty-eight months, came about after a bargaining impasse was reached over company demands for a second straight contract with significant salary reductions—cuts which would have taken many employees back to the wages they had been making in 1967.

   In this article Gordon uses the experience of creating the new play, *The Line*, to illustrate how incorporating extensive information from oral histories into the production of plays can preserve labor history as well as allowing those interviewed (such as strike participants) to gain insights into their struggle when given the opportunity to tell their story and find affirmation in the values which led to their battle. For about seventy-five percent of the dialogue in the play, Schneider was able to quote directly from the oral history interviews. Because of the many examples Gordon supplies in this article to show how the oral history interviews provided details about what it was like to work in the plant and how that detail was incorporated into the play, we come to understand how utterly demanding meatpacking work is; indeed, Gordon says that a key finding from his discussions with the former P-40 strikers was that "many workers believed their jobs were simply too arduous and demeaning to do for just over $6 an hour." (p. 66). In addition to introducing company executives and touring the plant, Gordon supplemented his research with the extensive archival records of the National Labor Relations Board related to the dispute.

   *The Line* ran in Milwaukee for twenty performances in January and February 1996 and was revived for three more performances in September 1996 (one at the University of Wisconsin-Milwaukee and two at the University of Wisconsin-Madison). The oral history interviews conducted for the play are in the "Patrick Cudahy Strike and Plant Closing of 1987-1989 Oral History Project" collection held by the Urban Archives at the University of Wisconsin-Milwaukee.

   Notes: A fine collection of labor songs performed by Larry Penn, one of Wisconsin's labor troubadors, and Darryl Holter, former president of the Wisconsin Labor History Society. The substantial and well-illustrated accompanying booklet explains the historical connection of each song, many of which are about a specific Wisconsin event or a labor issue which affected workers and labor unions in Wisconsin. Copies are still available from: Cookie Man Music Co., 3955 South First Place, Milwaukee, WI 53207; telephone: 414/483-7306; URL: http://www.execpc.com/~cookeman/.

   CONTENTS: Side A: "Fifty Years Ago" (Joe Glazer)--"Babies in the Mill" (Dorsey Dixon)--"Ghosts of Bay View" (Larry Penn)--"Saturday Night" (Darryl Holter)--"Frozen in Time" (Larry Penn)--"So Long Partner" (Larry Penn)--"Willie the Scab" (Larry Penn)--"Which Side Are You On?" (Florence Reece; additional lyrics by Darryl Holter). Side B: "Cowboy Days" (Larry Penn & Traditional)--"The Wreck of the Carl D. Bradley" (Larry Penn)--"Love and the Shorter Work Week" (Darryl Holter)--"Putting the Blame" (Tom Juravich)--"The Line" (Larry Penn) --"So Long It's Been Good to Know Ya" (Woody Guthrie; additional lyrics by Darryl Holter)--"Union Maid" (Woody Guthrie).

   "Fifty Years Ago" is about the founding of the American Federation of State, County and Municipal Employees (AFSCME) in Madison, Wisconsin. "Babies in the Mill" was written in 1950 and is about child labor in textile mills and was included here because of the significant growth of child labor in the modern economy. "The Ghosts of Bay View" is about the 1886 Bay View Massacre when the Wisconsin National Guard fired into a group of workers marching in a parade in support of the Eight-Hour Day in Bay View, a neighborhood of Milwaukee, Wisconsin; at least seven were killed (six men and one boy)–still to this day Wisconsin's bloodiest labor dispute. "Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off. "Frozen in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people—mostly children—died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry on the union struggle in their new communities. "So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United Electrical Workers International Union (UE); Wright's 1975 book of the same title is a classic collection of labor cartoons. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed. "Willie the Scab" is about the scabs during 1987-89 strike by members of the United Food & Commercial Workers Union, Local P-40 at the Patrick Cudahy meatpackers plant in Cudahy, Wisconsin. "Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the U.S. labor movement; additional lyrics here adapt it to the long and bitter union struggles at the Kohler Company in Kohler, Wisconsin in the 1930s and 1950s. "Cowboy Days" is about the life of a truck driver working as an over-the-road mover. "The Wreck of the Carl D. Bradley" is about the November 1952 shipwreck on Lake Michigan of one of the largest boats operating at that time on the Great Lakes. "Love and the Shorter Work Week" is a wonderfully fun song effectively capturing how the workers of today's
"new economy" struggle with work schedules and jobs designed without taking human elements into consideration.

"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of the 1980s for the ugly shutdowns of their factories; the song ends by identifying the real culprit of the plant closures.

"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song about people during the Dust Bowl of the 1930s; the re-written verses by Darryl Holter eloquently tell the story of the abandoned manufacturing communities of the "rustbowl" states like Wisconsin.

"Union Maid" is another rousing classic labor song by Woody Guthrie.


Notes: During World War II, the U.S. federal government played an increased role in the collective bargaining relationship between employers and employees, in order to assure that there were no breaks in production identified as necessary for the war effort. One such intervention involved the Cudahy Brothers Company meatpacking plant in Cudahy, Wisconsin (a small town just south of Milwaukee, Wisconsin) and the United Packinghouse Workers of America Local 40, a union affiliated with the Congress of Industrial Organizations (CIO). This interesting article details just one instance of many in which the U.S. government could not rely exclusively on the voluntary compliance of some individual business owners with the nation's wartime production policies and found that it had to seize a company in order to ensure continued production essential to the war effort.

With national labor leaders having made a "no-strike" pledge when the U.S. entered the war, the federal government in return undertook for the duration of the war "a series of government concessions involving organizing and contract enforcement" (p. 205). The Cudahy Brothers Company objected to such protections and from the first resisted the government's war labor provisions through legal maneuvers. Finally, on December 8, 1944, the U.S. Army (as authorized by the U.S. Secretary of War) took possession of the entire operation of Cudahy Brothers Company and then continued to oversee the company's running of the plant until August 31, 1945, just two days before the official surrender of the Japanese. The immediate dispute which led to the government seizure involved two key contract proposals--one for language regarding a maintenance-of-membership agreement and the other for language providing for a dues checkoff system; although these were standard components in the government-supervised agreements during the Second World War, Michael Cudahy, president of the company, refused to sign a contract containing these provisions.


Notes: A play; a copy of the play is available from the Milwaukee County Federated Library System (see OCLC #35817513).

PLACE: Dane County, Wisconsin


Notes: A biography of Jerry Wurf (1919-1981), the second president of the American Federation of State, County and Municipal Employees (AFSCME), an international union founded in Madison, Wisconsin and later on, many years headquartered there. This biography covers in considerable detail how Wurf, who was from AFSCME's District 37 in New York City, was able to wrestle the leadership of the union from Arnold Zander, one of AFSCME's original founders as well as its longtime, first president.

PLACE: Douglas County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.) With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Eau Claire County, Wisconsin

1. Walsh, Margaret. "The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860". Notes: Ph.D. thesis, University of Wisconsin, 1969. 2 volumes (564 leaves). In an impressive work of original research, Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they represent are drawn from agriculture, lumbering, and mining, in addition to
both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. The major primary sources used by the author included "the federal manuscript censuses for the state of Wisconsin, 1850 and 1860, schedule 5, products of industry, the Dun & Bradstreet handwritten commercial credit rating reports for Wisconsin, 1844-1865, and local newspapers ... supplemented by manuscript business papers, agricultural and trade journals, city directories, reports of boards of trade and chambers of commerce and official state and federal government publications" (p. 538). For a fuller abstract, see Dissertation Abstracts International, 1970, 31/01, p. 348-A.


Notes: A review of the author's thesis (Ph.D.)--University of Wisconsin. Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they provide are drawn from agriculture, lumbering and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. This book won the D.C. Everest Prize in Wisconsin Economic History.

PLACE: Eau Claire River Valley


Notes: In 1925 Wisconsin union leaders, after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin. The author provides an in-depth example of each of the two situations in which labor spies were used; the strike discussed is that against the Allen-A Hosiery company in Kenosha, Wisconsin from 1928 to 1930 by members of Branch 6 of the American Federation of Full Fashioned Hosiery Workers, United Textile Workers of America and, for the second situation, he uses the Western Paper Makers Association (a manufacturers' association led by David Clark Everest) and their activities to suppress unions among paper mill workers in central Wisconsin along the Fox, Wisconsin, Marinette, Eau Claire and Peshtigo Rivers. The article also examines the helpful role of congressional hearings held from 1936 to 1940 by the U.S. Senator from Wisconsin, Robert La Follette, Jr.


PLACE: Eau Claire, Wisconsin


3. Perry, Larry and Holter, Darryl. Strickin' with the Union: Songs From Wisconsin Labor History [audio recording]. Silver Spring, Md.: Produced for Collector Records by Cookie Man Music Co.; 1989 1 sound cassette (37 min.) : analog, 1-7/8 ips ; 3-7/8 x 2 1/2 in. + 1 booklet ([32] p.). Collector Records ; 1948-C.

Notes: A fine collection of labor songs performed by Larry Penn, one of Wisconsin's labor troubadors, and Darryl Holter, former president of the Wisconsin Labor History Society. The substantial and well-illustrated accompanying booklet explains the historical connection of each song, many of which are about a specific Wisconsin event or a labor issue which affected workers and labor unions in Wisconsin. Copies are still available from: Cookie Man Music Co., 3955 South First Place, Milwaukee, WI 53207; telephone: 414/483-7306; URL: http://www.execpc.com/~cookeman/.

CONTENTS: Side A. "Fifty Years Ago" (Joe Glazer)--"Babies in the Mill" (Dorsey Dixon)--"Ghosts of Bay View" (Larry Penn)--"Saturday Night" (Darryl Holter)--"Frozen in Time" (Larry Penn)--"So Long Partner" (Larry Penn)--"Willie the Scab" (Larry Penn)--"Which Side Are You On?" (Florence Reece)--additional lyrics by Darryl Holter). Side B. "Cowboy Days" (Larry Penn & Traditional)--"The Wreck of the Carl D. Bradley" (Larry Penn)--"Love and the Shorter Work Week" (Darryl Holter)--"Putting the Blame" (Tom Juravich)--"So Long It's Been Good to Know Ya" (Woody Guthrie; additional lyrics by Darryl Holter)--"Union Maid" (Woody Guthrie).

"Fifty Years Ago" is about founding of the American Federation of State, County and Municipal Employees (AFSCME) in Madison, Wisconsin.

"Babies in the Mill" was written in 1950 and is about child labor in textile mills and was included here because
of the significant growth of child labor in the modern economy.

"The Ghosts of Bay View" is about the 1886 Bay View Massacre when the Wisconsin National Guard fired into a group of workers marching in a parade in support of the Eight-Hour Day in Bay View, a neighborhood of Milwaukee, Wisconsin; at least seven were killed (six men and one boy)—still to this day Wisconsin's bloodiest labor dispute.

"Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off.

"Frozen in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people—mostly children—died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry on the union struggle in their new communities.

"So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United Electrical Workers International Union (UE); Wright's 1975 book of the same title is a classic collection of labor cartoons. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed.

"Willie the Scab" is about the scabs during 1987-89 strike by members of the United Food & Commercial Workers Union, Local P-40 at the Patrick Cudahy meatpacking plant in Cudahy, Wisconsin.

"Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the U.S. labor movement; additional lyrics here adapt it to the long and bitter union struggles at the Kohler Company in Kohler, Wisconsin in the 1930s and 1950s.

"Cowboy Days" is about the life of a truck driver working as an over-the-road mover.

"The Wreck of the Carl D. Bradley" is about the November 1952 shipwreck on Lake Michigan of one of the largest boats operating at that time on the Great Lakes.

"Love and the Shorter Work Week" is a wonderfully fun song effectively capturing how the workers of today's "new economy" struggle with work schedules and jobs designed without taking human elements into consideration.

"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of the 1980s for the ugly shutdowns of their factories; the song ends by identifying the real culprit of the plant closures.

"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song about people during the Dust Bowl of the 1930s; the re-written verses by Darryl Holter eloquently tell the story of the abandoned manufacturing communities of the "rustbowl" states like Wisconsin.

"Union Maid" is another rousing classic labor song by Woody Guthrie.


PLACE: Fennimore, Wisconsin


Notes: An over-all history of the local railway service which operated from 1878 to 1926 in the Green River Valley in southwestern Wisconsin between the towns of Fennimore, Wisconsin and Woodman, Wisconsin. It was a narrow gauge train, which meant that the rails on which the trains ran were not set as far apart as that on which standard gauge trains ran, requiring the transfer of passengers and freight where the narrow gauge rails connected with the standard gauge line to the east which ran into Madison, Wisconsin.

PLACE: Florence County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Fond du Lac, Wisconsin


Notes: Beginning with construction in 1851 of the first railroad to Fond du Lac, Wisconsin, this article traces how the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for railroad car building and repair shops. Factors influencing the development of these shops included Fond du Lac area growth forest remaining in the entire state of Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.
In 1925 Wisconsin union leaders, after twenty years of effort, were able to get significant restrictions placed on the logging industry. This novel about the plundering of the vast Wisconsin and Michigan forests is told through the story of the forest in the Fox River Valley. With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the growth forest remaining in the entire state of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers cleared cutover regions, where the cutover region was made up of forest, iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the cutover region a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced. *Farming the Cutover* received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

**PLACE: Forest County, Wisconsin**


Notes: At the time of settlement by Euro-Americans, the northernmost third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods. The northernmost third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers cleared cutover regions, where the cutover region was made up of forest, iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the cutover region a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced. *Farming the Cutover* received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

**PLACE: Fox River Valley**


Notes: This novel about the plundering of the vast Wisconsin and Michigan forests is told through the story of the family of the owner of a papermill located in Neenah, Wisconsin in the Fox River Valley. The prolific author, Edna Ferber, was popular during the first half of the 1900s and was known for usually setting her novels in different regions of the United States and for being among the first to feature intelligent and resourceful women among the main characters of her books. Ferber, who graduated from high school in Appleton, Wisconsin, started her writing career as a reporter in Wisconsin (first for two years at the *Appleton Daily Crescent*, where she was their first female newspaper reporter, and then for three years at the *Milwaukee Journal*). Besides her short stories, novels and two autobiographies, Ferber is also known for having co-authored some successful Broadway plays with George S. Kaufman. Ferber was the first Jewish-American woman to receive the Pulitzer Prize for a novel, which she won in 1925 for *So Big*. The State Historical Society of Wisconsin holds the principal collection of Ferber's papers.


Notes: A comparative treatment of the relative industrial fortunes of Oshkosh, Wisconsin, and the four cities known collectively as the Fox Cities (Neenah, Menasha, Appleton, and Kaukauna, Wisconsin) and how the differences in their geography, as well as economic developments in the nineteenth century in these cities, determined their industrial specializations and relative economic situations in the twentieth century, especially regarding the lumber, flour, and paper-making industries.


Notes: In 1925 Wisconsin union leaders, after twenty years of effort, were able to get significant restrictions placed
in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin.

The author provides an in-depth example of each of the two situations in which labor spies were used; the strike discussed is that against the Allen-A Hosiery company in Kenosha, Wisconsin from 1928 to 1930 by members of Branch 6 of the American Federation of Full Fashioned Hosiery Workers, United Textile Workers of America and, for the second situation, he uses the Western Paper Makers Association (a manufacturers' association led by David Clark Everest) and their activities to suppress unions among paper mill workers in central Wisconsin along the Fox, Wisconsin, Marinette, Eau Claire and Peshtigo Rivers.

The article also examines the helpful role of congressional hearings held from 1936 to 1940 by the U.S. Senator from Wisconsin, Robert La Follette, Jr.

The State Historical Society of Wisconsin named this article as the winner of the annual William Best Hesselton Award for the best article to be published in the Wisconsin Magazine of History during the year.


Notes: A fine collection of labor songs performed by Larry Penn, one of Wisconsin's labor troubadors, and Darryl Holter, former president of the Wisconsin Labor History Society. The substantial and well-illustrated accompanying booklet explains the historical connection of each song, many of which are about a specific Wisconsin event or a labor issue which affected workers and labor unions in Wisconsin. Copies are still available from: Cookie Man Music Co., 3955 South First Place, Milwaukee, WI 53207; telephone: 414/ 483-7306; URL: http://www.execpc.com/~cookeeman/.

CONTENTS: Side A. "Fifty Years Ago" (Joe Glazer)--"Babies in the Mill" (Dorsey Dixon)--"Ghosts of Bay View" (Larry Penn)--"Saturday Night" (Darryl Holter)--"Frozen in Time" (Larry Penn)--"So Long Partner" (Larry Penn)--"Willie the Scab" (Larry Penn)--"Which Side Are You On?" (Florence Reece; additional lyrics by Darryl Holter). Side B. "Cowboy Days" (Larry Penn & Traditional)--"The Wreck of the Carl D. Bradley" (Larry Penn)--"Love and the Shorter Work Week" (Darryl Holter)--"Putting the Blame" (Tom Juravich)--"So Long It's Been Good to Know Ya" (Woody Guthrie; additional lyrics by Darryl Holter)--"Union Maid" (Woody Guthrie).

"Fifty Years Ago" is about the founding of the American Federation of State, County and Municipal Employees (AFSCME) in Madison, Wisconsin.

"Babies in the Mill" was written in 1950 and is about child labor in textile mills and was included here because it describes the significance of child labor in the modern economy.

"The Ghosts of Bay View" is about the 1886 Bay View Massacre when the Wisconsin National Guard fired into a group of workers marching in a parade in support of the Eight-Hour Day in Bay View, a neighborhood of Milwaukee, Wisconsin; at least seven were killed (six men and one boy)—still to this day Wisconsin's bloodiest labor dispute.

"Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off.

"Frozen in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people—mostly children—died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry on the union struggle in their new communities.

"So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United Electrical Workers International Union (UE); Wright's 1975 book of the same title is a classic collection of labor cartoons. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed.

"Willie the Scab" is about the scabs during 1987-89 strike by members of the United Food & Commercial Workers Union, Local P-40 at the Patrick Cudahy meatpacking plant in Cudahy, Wisconsin.

"Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the U.S. labor movement; additional lyrics here adapt it to the long and bitter union struggles at the Kohler Company in Kohler, Wisconsin in the 1930s and 1950s.

"Cowboy Days" is about the life of a truck driver working as an over-the-road mover.

"The Wreck of the Carl D. Bradley" is about the November 1952 shipwreck on Lake Michigan of one of the largest boats operating at that time on the Great Lakes.

"Love and the Shorter Work Week" is a wonderful fun song effectively capturing how the workers of today's "new economy" struggle with work schedules and jobs designed without taking human elements into consideration.

"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of the 1980s for the ugly shutdowns of their factories; the song ends by identifying the real culprit of the plant closures.

"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song about people during the Dust Bowl of the 1930s; the re-written verses by Darryl Holter eloquently tell the story of the abandoned manufacturing communities of the "rustbowl" states like Wisconsin.

"Union Maid" is another rousing classic labor song by Woody Guthrie.

PLACE: Gills Rock, Wisconsin

Although an index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography—these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).

PLACE: Grant County, Wisconsin

1. Walsh, Margaret. "The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860". Ph.D. thesis, University of Wisconsin, 1969. 2 volumes (564 leaves). In an impressive work of original research, Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they represent are drawn from agriculture, lumbering, and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. The major primary sources used by the author included "the federal manuscript censuses for the state of Wisconsin, 1850 and 1860, schedule 5, products of industry, the Dun & Bradstreet handwritten commercial credit rating reports for Wisconsin, 1844-1865, and local newspapers ... supplemented by manuscript business papers, agricultural and trade journals, city directories, reports of boards of trade and chambers of commerce and official state and federal government publications" (p. 538). For a fuller abstract, see Dissertation Abstracts International, 1970, 31/01, p. 348-A.

2. ---. The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860. Madison, Wis.: State Historical Society of Wisconsin; 1972. 263 p. A revision of the author's thesis (Ph.D.)—University of Wisconsin. Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they provide are drawn from agriculture, lumbering and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. This book won the D.C. Everest Prize in Wisconsin Economic History.

PLACE: Green Bay, Wisconsin

1. Barnett, Le Roy. Shipping Literature of the Great Lakes: A Catalog of Company Publications, 1852-1990. East Lansing, Mich.: Michigan State University Press; 1992. 165 p. Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or minor promotional items produced by the shipping firms were excluded. Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on Lake Michigan are Green Bay, Gills Rock, Sturgeon Bay, Kewaunee, Manitowoc, and Milwaukee.

Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or minor promotional items produced by the shipping firms were excluded. Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on Lake Michigan are Green Bay, Gills Rock, Sturgeon Bay, Kewaunee, Manitowoc, and Milwaukee.

The entries are arranged by the name of each shipping firm and each printed item is fully described and the repository where the item can be found is given. Each entry also includes the name of the headquarters of the shipping firm.

Although an index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography—these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).
Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).

2. Penn, Larry and Holter, Darryl. *Stickin' With the Union: Songs From Wisconsin Labor History* [audio recording]. Silver Spring, Md.: Produced for Collector Records by Cookie Man Music Co., 1989 1 sound cassette (37 min.): analog, 1-7/8 ips ; 3-7/8 x 2 1/2 in. + 1 booklet ([32] p.). Collector Records ; 1948- C.

Notes: A fine collection of labor songs performed by Larry Penn, one of Wisconsin's labor troubadors, and Darryl Holter, former president of the Wisconsin Labor History Society. The substantial and well-illustrated accompanying booklet explains the historical connection of each song, many of which are about a specific Wisconsin event or a labor issue which affected workers and labor unions in Wisconsin. Copies are still available from: Cookie Man Music Co., 3955 South First Place, Milwaukee, WI 53207; telephone: 414/ 483-7306; URL: http://www.execpc.com/~cookeman/.

CONTENTS: Side A. "Fifty Years Ago" (Joe Glazer)--"Babies in the Mill" (Dorsey Dixon)--"Ghosts of Bay View" (Larry Penn)--"Saturday Night" (Darryl Holter)--"Frozen in Time" (Larry Penn)--"So Long Partner" (Larry Penn)--"Willie the Scab" (Larry Penn)--"Which Side Are You On?" (Florence Reece; additional lyrics by Darryl Holter). Side B. "Cowboy Days" (Larry Penn & Traditional)--"The Wreck of the Carl D. Bradley" (Larry Penn)--"Love and the Shorter Work Week" (Darryl Holter)--"Putting the Blame" (Tom Juravich)--"So Long It's Been Good to Know Ya" (Woody Guthrie; additional lyrics by Darryl Holter)--"Union Maid" (Woody Guthrie).

"Fifty Years Ago" is about the founding of the American Federation of State, County and Municipal Employees (AFSCME) in Madison, Wisconsin.

"Babies in the Mill" was written in 1950 and is about child labor in textile mills and was included here because of the significant growth of child labor in the modern economy.

"The Ghosts of Bay View" is about the 1886 Bay View Massacre when the Wisconsin National Guard fired into a group of workers marching in a parade in support of the Eight-Hour Day in Bay View, a neighborhood of Milwaukee, Wisconsin; at least seven were killed (six men and one boy)–still to this day Wisconsin's bloodiest labor dispute.

"Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off.

"Frozen in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people--mostly children--died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry on the union struggle in their new communities.

"So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United Electrical Workers International Union (UE); Wright's 1975 book of the same title is a classic collection of labor cartoons. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed.

"Willie the Scab" is about the scabs during 1987-89 strike by members of the United Food & Commercial Workers Union, Local P-40 at the Patrick Cudahy meatpacking plant in Cudahy, Wisconsin.

"Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the U.S. labor movement; additional lyrics here adapt it to the long and bitter union struggles at the Kohler Company in Kohler, Wisconsin in the 1930s and 1950s.

"Cowboy Days" is about the life of a truck driver working as an over-the-road mover.

"The Wreck of the Carl D. Bradley" is about the November 1952 shipwreck on Lake Michigan of one of the most famous Great Lakes vessels. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed.

"Love and the Shorter Work Week" is a wonderfully fun song effectively capturing how the workers of today's "new economy" struggle with work schedules and jobs designed without taking human elements into consideration.

"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of the 1980s for the ugly shutdowns of their factories; the song ends by identifying the real culprit of the plant closures.

"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song about people during the Dust Bowl of the 1930s; the re-written verses by Darryl Holter eloquently tell the story of the abandoned manufacturing communities of the "rustbowl" states like Wisconsin.

"Union Maid" is another rousing classic labor song by Woody Guthrie.

3. Voelker, Keith Emery. *The History of the International Brotherhood of Pulp, Sulphite, and Paper Mill Workers From 1906 to 1929: A Case Study of Industrial Unionism Before the Great Depression*. Notes: Ph.D. thesis, University of Wisconsin, 1969. 401 leaves. Voelker has provided an organizational history here of the International Brotherhood of Pulp, Sulphite, and Paper Mill Workers (I.B.P.S.P.M.W.) for the period from 1906 to 1929. At various times during this period, the I.B.P.S.P.M.W. had union locals in nine Wisconsin cities: Green Bay, Kaukauna, and Appleton (all on the Fox River); Oconto Falls (on the Oconto River); Marinette (on the Menominee River); Shawano (on the Wolf River); and, Rhinelander, Port Edwards, and Nekoosa (all on the Wisconsin River). Only brief mentions are made of these Wisconsin locals in the body of this dissertation (on p. 67-68, 125, 128, 173, 253-254, and 358), and a few are only mentioned in the bibliographical footnote provided for a document cited by the author (on p. 118, 122, 179, 183, 186, 232, 300-301, 306, 350, and 379).

PLACE: Green Bay, Wisconsin


PLACE: Green River Valley, Wisconsin
Notes: An over-all history of the local railway service which operated from 1878 to 1926 in the Green River Valley in southwestern Wisconsin between the towns of Fennimore, Wisconsin and Woodman, Wisconsin. It was a narrow gauge train, which meant that the rails on which the trains ran were not set as far apart as that on which standard gauge trains ran, requiring the transfer of passengers and freight where the narrow gauge rails connected with the standard gauge line to the east which ran into Madison, Wisconsin.

PLACE: Horicon, Wisconsin


PLACE: Hortonville, Wisconsin


Notes: Hortonville, Wisconsin, a community of 1,500 people located ten miles northwest of Appleton, Wisconsin, was the site of a 1974 teachers' strike, a public employee labor dispute so polarizing that it still reverberates down through Wisconsin politics today. One must look at a myriad of social forces of the times to understand how this quiet farming community became such a focal point of controversy in Wisconsin's history and the author explores the situation in as even-handed a way as possible. The parties to the dispute were the Hortonville School District and the district's eighty-eight school teachers, who were represented by the Hortonville Education Association, an affiliate of the Wisconsin Education Association Council (WEAC). Their negotiations had begun in Spring 1973 on the contract to cover the school year running from September 1973 through June 1974, but no settlement had yet been reached when the school term began. In February 1974, when a tentative agreement was finally reached, the union indicated that it would not sign the agreement "unless negotiations were undertaken and completed on the next year's contract as well" (p. 12). The school board refused to open more negotiations at this point and the teachers began informational picketing before and after school hours, as well as refusing to supervise after-school extracurricular activities. On the morning of March 18, 1974, giving "the board's refusal to negotiate in good faith with the teachers as the primary reason" (p. 12), the union began a strike. Over April 1-3 the school board had scheduled a disciplinary hearing for each teacher, but teacher after teacher argued during their hearing that the school board could not serve as an impartial panel in such a matter and refused to participate, except for only two teachers who asked to be allowed to return to work. As public employee strikes were illegal in Wisconsin at the time, the school board could have applied for an injunction against the union to halt the strike, but that would have required a return to the bargaining table for both sides. Instead, on April 2, the school board fired all of the striking teachers and insisted that any interested in continuing employment had to re-apply for their job, but only one teacher did so. The school board then began to hire replacement teachers. The union immediately sought a legal injunction to stop the replacement hiring and also argued in their lawsuit that the striking teachers had been denied due process at their disciplinary hearings. On April 12, 1974 the Manitowoc County Circuit Court refused the request for the injunction against the replacement hiring. Mediation efforts followed and in May three teachers were re-hired for vacant teaching positions in the district, but there was no further movement on either side. In July the Manitowoc County Circuit Court ruled against the union regarding the due process of the firings by the school board. The case was then appealed in October to the Wisconsin Supreme Court, which ruled for the teachers in February 1975. That April, however, the school board appealed to the U.S. Supreme Court which accepted the case and on June 17, 1976 issued a 6-3 decision against the teachers, finding that "the due process clause of the Fourteenth Amendment did not guarantee respondent teachers that the decision to terminate their employment would be made by a body other than the school board" (p. 15). In the end, very few of the striking teachers were able to return to teaching for the Hortonville School District. The Hortonville Education Association had received a great deal of support from its parent organization and other Wisconsin labor organizations, which devoted many resources to "a lengthy battle that directly challenged Wisconsin's collective bargaining law and its lack of a binding arbitration provision" (p. 13).


Notes: Editorial cartoons originally published in the daily newspaper, The Milwaukee Journal, from 1967 to 1979 by the newspaper's staff cartoonist, including an April 29, 1974 cartoon about the 1974 Hortonville teachers' strike (see p. 154).


Notes: An account of one of the bitterest strikes in the state's history, the 1974 Hortonville, Wisconsin strike by the public school teachers, represented by the Hortonville Education Association (H.E.A.), against the Hortonville Joint School District, which was represented by Melli, Walker and Pease, the Madison, Wisconsin law firm notorious for union-busting tactics. After working for five months past the expiration date of their contract and with negotiations for the new contract at a protracted stalemate, the teachers went out on strike beginning March 18, 1974. On April 2, the school district terminated all of the striking teachers and re-opened the schools with "replacement teachers" on April 8; many of these scabs quit after only one day on the job. Although the H.E.A possessed evidence that many of the scabs were not licensed to teach in Wisconsin and appealed to the state's Superintendent of Public Instruction, Barbara Thompson, to enforce state law and cut off all state school aids to the school for each day of violation, this was not done. Due to the hundreds of teachers from outside the area, who came to Hortonville to support the strikers, some community members formed the Hortonville Vigilante Association to counter the teachers' picket line. In August the H.E.A., an affiliate of the Wisconsin Education Association Council, filed a class action lawsuit against the school district on several grounds; the case went all the way to the Wisconsin Supreme Court, where the teachers won, but then lost on appeal in the U.S. Supreme Court. Wisconsin law was
subsequently amended, however, to provide for an effective binding mediation-arbitration process to assist in resolution of impasses during public employee bargaining. Even today the state's political picture is influenced by which side people were on of this labor dispute! [The account in Holter's book is from "The Hortonville Teachers' Strike, 1974," a publication of the Wisconsin Education Association Council.]

PLACE: Iron County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced. Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Janesville, Wisconsin


Notes: This oral history collection consists of interviews done by Clem Imhoff in 1976(?) with 15 members (?) of the United Auto Workers Local 121, which represents workers at the General Motors Corporation plant in Janesville, Wisconsin; this local union took part in the 1936-1937 sit-down strike movement in the United States.

CONTENTS: v. 1-2, Eugene Osmond. -- v. 3-4, Ralph Hilkin. -- v. 5, Don Dooley. -- v. 6, Harry Johnson. -- v. 7, Hugo Preuss. -- v. 8, Lou Adkins. -- v. 9, John Scott. -- v. 10-11, Jack Johnson. -- v. 12, Glenn Swinbank. -- v. 13, James Wells. -- v. 14, Wes Van Horn. -- v. 15, Gerald Linty. -- v. 16, Guidebook. Location: Hedberg Public Library, Janesville, Wisconsin (call number CAS 977.587 JANES LOCKED CAB [i.e., Cassette 977.587, Janesville Room, Locked Cabinet]).


Notes: Ten female union leaders of Wisconsin, including one African-American, are profiled; the women were most active from the 1940s through the 1970s. This volume also includes a list of the over thirty interviewees of the Women of Wisconsin Labor Oral History Project of the Wisconsin Labor History Society; all of the project's audio recordings and additional supporting materials from the interviewees are available to researchers through the Archives Division, State Historical Society of Wisconsin.


PLACE: Jefferson County, Wisconsin

1. Walsh, Margaret. "The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860". Ph.D. thesis, University of Wisconsin, 1969. 2 volumes (564 leaves). In an impressive work of original research, Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnemago, Eau Claire, Racine, and Milwaukee; the examples they represent are drawn from agriculture, lumbering, and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. The major primary sources used by the author included "the federal manuscript censuses for the state of Wisconsin, 1850 and 1860, schedule 5, products of industry, the Dun & Bradstreet handwritten commercial credit rating reports for Wisconsin, 1844-1865, and local newspapers ... supplemented by manuscript business papers, agricultural and trade journals, city directories, reports of boards of trade and chambers of commerce and official state and federal government publications" (p. 538). For a fuller abstract,
John W. Bailey says in his chapter about the Kenosha labor movement in *The Kenosha Labor: A Weekly Paper Dedicated to the Interests of Workers in City and on Farm*. Kenosha, Wis.: 1924 May 1. Notes: There was a small announcement on the front page of the Friday, April 10, 1936 issue of *The Kenosha Labor* newspaper:

"Meet/John Smiths/In This Issue of /The Kenosha Labor/And Every Week Thereafter
The Kenosha Labor is setting the pace for labor newspapers throughout the country. Latest innovation is this labor comic strip done by our own staff artist and radio editor, Harold Magin. Other labor papers liked the advance proofs, so we have syndicated it through the Federated Press."

The comic went on to appear in the following issues of *The Kenosha Labor*: April 10, 1936, p. 3; April 17, 1936, p. 4; April 24, 1936, p. 6; May 1, 1936, p. 6; June 14, 1936, p. 6; June 21, 1936, p. 6; June 28, 1936, p. 6; July 5, 1936, p. 6; July 12, 1936, p. 6; July 19, 1936, p. 6; July 26, 1936, p. 6; August 2, 1936, p. 6; August 9, 1936, p. 6; August 16, 1936, p. 6; August 23, 1936, p. 6; August 30, 1936, p. 6; September 6, 1936, p. 6; September 13, 1936, p. 6; September 20, 1936, p. 6; September 27, 1936, p. 6; October 4, 1936, p. 6; October 11, 1936, p. 6; October 18, 1936, p. 6; October 25, 1936, p. 6; November 1, 1936, p. 6; November 8, 1936, p. 6; November 15, 1936, p. 6; November 22, 1936, p. 6; November 29, 1936, p. 6; December 6, 1936, p. 6; December 13, 1936, p. 6; December 20, 1936, p. 6; December 27, 1936, p. 6; and other dates to be identified upon further research.

John W. Bailey says in his chapter about the Kenosha labor movement in *Kenosha County in the 20th Century*.
that "The John Smiths" comic strip was also "syndicated to some forty newspapers" (p. 254). The entire run of the Kenosha labor paper will be found on microfilm at the library of the State Historical Society of Wisconsin in Madison.


Notes: An especially thorough treatment for a volume of local history, this overview look at Kenosha County uses economic and social history to document life in the area during the first part of the twentieth century, especially from 1890 through the 1930s. Equal consideration is given to three major elements affecting Kenosha County's development: the people of the area; the economy of the area; and, the social organizations and institutions of the area. There is much here of interest throughout the chapters regarding workers and different sectors of the local economy, but especially worthwhile are John W. Bailey's substantial chapter, "Labor's Fight for Security and Dignity" (p.223-274) and Jonathan W. Zophy's welcome information about the county's African American and Hispanic labor leaders (see p. 60-63 within his long chapter, "Invisible People: Blacks and Mexican-Americans.


Notes: A brief look at the history of two of the largest racial minority groups in Kenosha County from 1900 until about 1965; especially see p. 60-63 for discussion (and two photographs) of Kenosha's African-American and Hispanic labor leaders, especially those involved with United Auto Workers Local 72.

PLACE: Kenosha, Wisconsin


Notes: Discusses a bitter and tumultuous strike by the American Federation of Full Fashioned Hosiery Workers Branch 6 against the Allen-A Hosiery Company of Kenosha, Wisconsin. Only about half of the firm's employees worked in the full-fashioned department which was involved in the strike; this department made silk stockings and had two categories of employees: the knitters (primarily men), who knit the foot of the stocking and the toppers (primarily young women), who attached each foot to the leg of the stocking, which the knitters then seamed together. Dissension had been growing between the employees and the company prior to the strike due to management's announced intention to adopt an emerging industry trend to require each skilled knitter to supervise two knitting machines, rather than the previous practice of only one machine. On February 15, 1928 management precipitated the strike by firing all their knitters and announcing that only those knitters who were not in a union would be re-hired the next day; the approximately 250 knitters and their supporters among the approximately 450 toppers went on strike in the morning.

With the 1,300 Allen-A employees making up almost ten percent of the total factory workers in Kenosha, the effects of the strike were felt throughout the community, including political repercussions in city government. The police chief and the city manager, both of whom had tried to remain neutral regarding the labor dispute, were removed from office by the businessmen on the city council. In March 1928, when the strikers held a mass picket in defiance of a federal injunction which prohibited any activity in furtherance of the strike, many strikers were arrested and brought to trial, but a jury found them innocent; the company responded with additional legal challenges.


Notes: An anthropologist looks at the difficult 1988 closing of the large Chrysler automobile assembly plant in Kenosha, Wisconsin and explores the various strategies utilized on all sides affected by this corporate decision--the company, local government, and the approximately six thousand employees laid off from the plant. Dudley, with family ties to Kenosha, explores the struggles of the plant's workers in their confrontation with the long-term, national trend of the deindustrialization of the United States and the conflicting ideas in the community about what the city needed to do next to re-build, in the face of the loss of the city's major industrial employer.

The first union representing the workers at the Kenosha automobile assembly plant had begun in September 1933 as Federal Labor Union No. 19008 with a charter from the American Federation of Labor (A.F.L.), but was re-chartered in November 1935 as United Automobile Workers Local 72, shortly after formation by the AFL of the United Auto Workers union. The Kenosha assembly plant had begun as the Jefferson Company in 1902 until Charles Nash purchased the company in 1916 and changed the name to Nash Motors. In 1954, Nash Motors merged with the Hudson Motor Car Company to form the American Motors Corporation (A.M.C.). A partnership made in 1978 with the French automaker, Renault, lasted until August 1987, when Renault was bought out by the Chrysler corporation. Then, despite having received many millions of dollars in financial assistance from the state and local government to upgrade the production facility, Chrysler announced on January 27, 1988 that the workforce at the Kenosha plant would be slashed by June 1988 from 6,400 employees to only 900 and that the plant would be completely closed by July 1988. Because of an extension of a few months, however, car production in Kenosha did continue until two days before Christmas in 1988.


Notes: In 1925 Wisconsin union leaders, after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and
organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin.

The author provides an in-depth example of each of the two situations in which labor spies were used; the strike discussed is that against the Allen-A Hosiery company in Kenosha, Wisconsin from 1928 to 1930 by members of Branch 6 of the American Federation of Full Fashioned Hosiery Workers, United Textile Workers of America and, for the second situation, he uses the Western Makers Association (a manufacturers' association led by David Clark Everest) and their activities to suppress unions among paper mill workers in central Wisconsin along the Fox, Wisconsin, Marinette, Eau Claire and Peshtigo Rivers. The article also examines the helpful role of congressional hearings held from 1936 to 1940 by the U.S. Senator from Wisconsin, Robert La Follette, Jr.

The State Historical Society of Wisconsin named this article as the winner of the annual William Best Hesseltine Award for the best article to be published in the Wisconsin Magazine of History during the year.


PLACE: Kewaunee, Wisconsin


Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or minor promotional items produced by the shipping firms were excluded.

Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on Lake Michigan are Green Bay, Gills Rock, Sturgeon Bay, Kewaunee, Manitowoc, and Milwaukee. The entries are arranged by the name of each shipping firm and each printed item is fully described and the repository where the item can be found is given. Each entry also includes the name of the headquarters of the shipping firm.

Although an index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography—these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Line (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).

PLACE: Kohler, Wisconsin


Notes: Alanen reviews the development of the company town of Kohler, Wisconsin, from its earliest beginnings around 1900 when the Kohler family purchased the land they had farmed until the late 1970s when this article was published. By 1912 the company's president, Walter J. Kohler, Sr., had decided to model further residential development for company employees after the style of recently-built planned communities in England known as "garden cities" but with the Kohler employees being able "to purchase their own homes in the true 'American way'" (p.147). In 1916 a German-born planner named Werner Hegemann and a landscape architect named Elbert Peets were hired by Kohler to develop plans for the residential areas of the city which came to be known as "West One" and "South One," but in the mid-1920s Kohler turned to the firm of the Olmsted Brothers of Brookline, Mass. for further designs for two additional residential areas known as "West Two" and "West Three."

From the beginning Kohler's vision for the company town encompassed much more than just the physical layout of the city's streets and residences as he intended to guide the social development of the town as well through the provision of a wide range of civic amenities, such as a large rooming house (known as the American Club) for the single male workers at the Kohler plant, a large community center with space for various shops and offices needed by the village, provision of food stuffs from local farms owned by Kohler, classes in citizenship training for immigrants, etc.

In 1975 the Frank Lloyd Wright Foundation was hired by the Kohler Company to prepare a plan for the entire village for the next fifty years and their plan created three different zones for development: a village center, river parkland, and farm community. Also in 1975 a mail survey of the residents of the Kohler community was done by the author of this article; the survey found that only fifty-two percent of the actively employed heads of household in Kohler, Wisconsin, worked for the Kohler Company and that over eighty percent of the respondents to the survey felt that the professional planning done earlier for the community had resulted in an attractive place to live and that there was an adequate balance of influence in the civic affairs of the community between the town's residents and the influence of the Kohler Company.


4. Penn, Larry and Holter, Darryl. *Stickin' With the Union: Songs From Wisconsin Labor History* [audio
The Kohler labor conflict began soon after the passage in 1933 of the federal National Industrial Relations Act (N.I.R.A.), which was designed to make it easier for employees to win union representation; the N.I.R.A. Labor Relations Board which had been brought against the company.

Notes: A fine collection of labor songs performed by Larry Penn, one of Wisconsin's labor troubadours, and Darryl Holter, former president of the Wisconsin Labor History Society. The substantial and well-illustrated accompanying booklet explains the historical connection of each song, many of which are about a specific Wisconsin event or a labor issue which affected workers and labor unions in Wisconsin. Copies are still available from: Cookie Man Music Co., 3955 South First Place, Milwaukee, WI 53207; telephone: 414/483-7306; URL: http://www.execpc.com/~cookeman/.

CONTENTS: Side A. "Fifty Years Ago" (Joe Glazer)---"Babies in the Mill" (Dorsey Dixon)---"The Ghosts of Bay View" (Larry Penn)---"Saturday Night" (Darryl Holter)---"Frozen in Time" (Larry Penn)---"So Long Partner" (Larry Penn)---"Wilkie the Scab" (Larry Penn)---"Which Side Are You On?" (Florence Reece; additional lyrics by Darryl Holter). Side B. "Cowboy Days" (Larry Penn & Traditional)---"The Wreck of the Carl D. Bradley" (Larry Penn)---"Love and the Shorter Work Week" (Darryl Holter)---"Putting the Blame" (Tom Juravich)---"So Long It's Been Good to Know Ya" (Woody Guthrie; additional lyrics by Darryl Holter)---"Union Maid" (Woody Guthrie).

"Fifty Years Ago" is about the founding of the American Federation of State, County and Municipal Employees (AFSCME) in Madison, Wisconsin.

"Babies in the Mill" was written in 1950 and is about child labor in textile mills and was included here because of the significant growth of child labor in the modern economy.

"The Ghosts of Bay View" is about the 1886 Bay View Massacre when the Wisconsin National Guard fired into a group of workers marching in a parade in support of the Eight-Hour Day in Bay View, a neighborhood of Milwaukee, Wisconsin; at least seven were killed (six men and one boy)--still to this day Wisconsin's bloodiest labor dispute.

"Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off.

"Frozen in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people--mostly children--died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry on the union struggle in their new communities.

"So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United Electrical Workers International Union (UE); Wright's 1975 book of the same title is a classic collection of labor cartoons. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed.

"Willie the Scab" is about the scabs during 1987-89 strike by members of the United Food & Commercial Workers Union, Local P-40 at the Patrick Cudahy meatpacking plant in Cudahy, Wisconsin.

"Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the U.S. labor movement; additional lyrics here adapt it to the long and bitter union struggles at the Kohler Company in Kohler, Wisconsin in the 1930s and 1950s.

"Cowboy Days" is about the life of a truck driver working as an over-the-road mover.

"The Wreck of the Carl D. Bradley" is about the life of a truck driver working as an over-the-road mover.

"The Wreck of the Carl D. Bradley" is about the life of a truck driver working as an over-the-road mover.

"Love and the Shorter Work Week" is a wonderfully fun song effectively capturing how the workers of today's "new economy" struggle with work schedules and jobs designed without taking human elements into consideration.

"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of the 1980s for the ugly shutdowns of their factories; the song ends by identifying the real culprit of the plant closures.

"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song about people during the Dust Bowl of the 1930s; the re-written verses by Darryl Holter eloquently tell the story of the abandoned manufacturing communities of the "rustbowl" states like Wisconsin.

"Union Maid" is another rousing classic labor song by Woody Guthrie.
Roosevelt's first administration. Although the paternalistic Kohler Company was determined to continue to maintain their workplace as an open shop, the Kohler employees soon organized and affiliated with the American Federation of Labor, receiving a charter in August 1933 as Federal Labor Union No. 18545 (F.L.U.) No. 18545. The Kohler company responded by assisting in the start-up on September 7, 1933 of a company union, the Kohler Workers Association (K.W.A.), and used delaying tactics over several months of talks with F.L.U. No. 18545 to prevent the union from achieving a contract with the company. On July 16, 1934, after much fruitless bargaining, F.L.U. No. 18545 went on strike. After eleven days on strike, there was a violent confrontation on the night of July 27, 1934 between the strikers and the many 'Kohler Special Police' deputies, who were armed with clubs and guns to defend the company. Forty-seven strikers were injured in the incident from either buckshot or bullets and two strikers were fatally shot; five women were among the injured. The strike carried on until 1941 when the Kohler company suddenly "settled" because the company wanted to participate in the government war contracts during the Second World War; the company knew that, if they wanted to put up the new facilities required to handle the expanded war work, they had to have labor peace at their workplace, since construction workers would not cross a union picket line to work on a construction project. Although the strike settlement included a provision to re-hire all of the striking employees, through the strategic use of a secret proviso three of the strike leaders were kept from any further company employment; the settlement agreement also explicitly withheld recognition of any union to represent the Kohler workers and F.L.U. No. 18545 became inoperative.

Between the two strikes the company union, the Kohler Workers Association, continued as an organization and did win some improvements in the workplace for the employees, but Kohler company officials were deciding more matters for the K.W.A. By the early 1950s the leadership of the K.W.A. began looking to affiliate with an independent union organization. The K.W.A. membership voted in late April 1952 to affiliate with the United Auto Workers-Congress of Industrial Organization (U.A.W.-C.I.O.) and received their charter as U.A.W.-C.I.O. Kohler Workers Association Local 833 on May 3, 1952; the legitimacy of the local was confirmed with an election conducted by the National Labor Relations Board on June 10 and 11, 1952. Shortly thereafter, some members of the K.W.A. company union, who had opposed the U.A.W.-C.I.O. affiliation, formed a new company union, the Independent Union of Kohler Workers' Association (I.U.K.W.A.), and filed a legal challenge to Local 833 having been given the treasury funds of the now defunct K.W.A., the original company union. After the I.U.K.W.A. lost its case about the membership funds before the Wisconsin Supreme Court, the members of Local 833 voted on October 10, 1953 to modify its name to simply Kohler Local 833, U.A.W.-C.I.O., to reduce confusion with the I.U.K.W.A.

By the end of February 1953, Local 833 had been able to get a first contract in place for the period covering March 1, 1953 to March 1, 1954. Negotiations for the second contract began in early February 1954, but fell apart a few weeks later over the issue of extending the old contract during the contract talks. On April 5, 1954, after working for five weeks without a contract, Local 833 went out on strike. No further summary here can possibly capture the riveting drama of the lengthy strike which ensued--find and read this book for the entire compelling story!


Notes: Revised from an academic thesis, this is a sociological study which, according to its introduction (p. 1), is based on a survey of "the attitudes, opinions and prejudices among the various economic and professional groups" involved with the 1934 Kohler strike as well as on interviews with "people of the community." The author also says that he made "this intensive study of one strike to show the various social and economic forces in operation, since similar tactics, strategy and methods are resorted to wherever the failure of collective bargaining leads to a strike." The book's preface is by Henry Ohl, Jr., then president of the Wisconsin Federation of Labor.

Reviewed: Kipp, Marjorie (reviewer). The Kenosha Labor, v. 1, no. 15 (Friday, February 7, 1936), editorial page (p. [6]).

PLACE: La Crosse, Wisconsin


Notes: The story of the first eighty-five years of Amalgamated Transit Union Local 519, the local union established in 1909 by a strike for union recognition after employees had been locked out by the La Crosse City Railway Company, a public transit service. The development of the city's early streetcar system into a modern motorized bus system is traced by the author.


PLACE: Lake Michigan


Notes: This well-designed Internet website focuses on all aspects of the maritime history of the Great Lakes with emphasis on that of Lake Superior, Lake Michigan, and the many smaller lakes in Wisconsin, in addition to the network of rivers throughout Wisconsin, and especially the Mississippi River on Wisconsin's western border. The primary arrangement of this visual archive is into eight broad categories: Barges; Cargo Ships; Lake Steamers; Lighthouses; Passenger Ships; River Steamers; Schooners; and, Shipwrecks. All of the approximately 1,800 images currently in the website can be searched by any keyword or combination of keywords appearing in the descriptive record accompanying each image, including names of vessels or company (e.g., S.S. Lakeland, Superior Shipbuilding Company), topical element (e.g., crew, ice), the geographic place names (e.g., Duluth-Superior Harbor, etc). Any kind of image or item related to maritime history may be found here--photographs, postcards, tickets, blueprints, shipping forms, underwater video, etc.
This collaborative project contains visual images selected from several significant maritime history collections located in Wisconsin, including those held at the following institutions: the State Historical Society of Wisconsin; the Special Collections Department of the Murphy Library at the University of Wisconsin-La Crosse; the Jim Dan Hill Library at the University of Wisconsin-Superior; the Milwaukee Public Library; the Wisconsin Marine Historical Society; and, the Door County Maritime Historical Society. Contact information is provided for each of the contributing collections—in case one doesn't find what is wanted among the images available through the website, be sure to ask the participating libraries to consult their substantial ship files consisting of many thousands more of images.


Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or minor promotional items produced by the shipping firms were excluded.

Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on Lake Michigan are Green Bay, Gills Rock, Sturgeon Bay, Kewaunee, Manitowoc, and Milwaukee.

The entries are arranged by the name of each shipping firm and each printed item is fully described and the repository where the item can be found is given. Each entry also includes the name of the headquarters of the shipping firm.

Although an index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography—these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).


Notes: A well-illustrated guide with the author providing highlights of almost two hundred places on a tour around Lake Michigan; many of the sixty-one sites included along the Wisconsin shoreline relate to the rich history of work and workers in Wisconsin. As with the companion volume, *Around the Shores of Lake Superior: A Guide to Historic Sites*, a separate color tour map is included of the sites mentioned around Lake Michigan.

"This work was funded in part by the University of Wisconsin Sea Grant College Program under grants from the National Oceanic and Atmospheric Administration, U.S. Department of Commerce, and the State of Wisconsin (Federal grant #NA80-AA-D-00086, Project #SGA-1)."—t.p. verso.


Notes: An overview look at the pilots who are licensed by the U.S. Coast Guard to navigate ocean-going vessels in and out of the ports of the Great Lakes, with the Port of Duluth-Superior used as an example.

5. Penn, Larry and Holter, Darryl. *Stickin' With the Union: Songs From Wisconsin Labor History [audio recording].* Silver Spring, Md.: Produced for Collector Records by Cookie Man Music Co.; 1989 1 sound cassette (37 min.): analog, 1-7/8 ips; 3-7/8 x 2 1/2 in. + 1 booklet ([32] p.). Collector Records ; 1948- C.

Notes: A fine collection of labor songs performed by Larry Penn, one of Wisconsin's labor troubadors, and Darryl Holter, former president of the Wisconsin Labor History Society. The substantial and well-illustrated accompanying booklet explains the historical connection of each song, many of which are about a specific Wisconsin event or a labor issue which affected workers and labor unions in Wisconsin. Copies are still available from: Cookie Man Music Co., 3955 South First Place, Milwaukee, WI 53207; telephone: 414/483-7306; URL: http://www.execpc.com/~cookeman/.

CONTENTS: Side A: "Fifty Years Ago" (Joe Glazer)="Babies in the Mill" (Dorsey Dixon)="God of the Valley View" (Larry Penn)="Saturday Night" (Darryl Holter)="Frozen in Time" (Larry Penn)="So Long Partner" (Larry Penn)="Willie the Scab" (Larry Penn)="Which Side Are You On?" (Florence Reece; additional lyrics by Darryl Holter). Side B: "Cowboy Days" (Larry Penn & Traditional)="The Wreck of the Carl D. Bradley" (Larry Penn)="Love and the Shorter Work Week" (Darryl Holter)="Putting the Blame" (Tom Juravich)="So Long It's Been Good to Know Ya" (Woody Guthrie; additional lyrics by Darryl Holter)="Union Maid" (Woody Guthrie).

"Fifty Years Ago" is about the founding of the American Federation of State, County and Municipal Employees (AFSCME) in Madison, Wisconsin.

"Babies in the Mill" was written in 1950 and is about child labor in textile mills and was included here because of the significant growth of child labor in the modern economy.

"The Ghosts of Bay View" is about the 1886 Bay View Massacre when the Wisconsin National Guard fired into a group of workers marching in a parade in support of the Eight-Hour Day in Bay View, a neighborhood of Milwaukee, Wisconsin; at least seven were killed (six men and one boy)—still to this day Wisconsin's bloodiest labor dispute.

"Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off.

"Frozen in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people—mostly children—died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry
on the union struggle in their new communities.

"So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United Electrical Workers International Union (UE); Wright's 1975 book of the same title is a classic collection of labor cartoons. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed.

"Willie the Scab" is about the scabbers during 1987-89 strike by members of the United Food & Commercial Workers Union, Local P-40 at the Patrick Cudahy meatpacking plant in Cudahy, Wisconsin.

"Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the U.S. labor movement; additional lyrics here adapt it to the long and bitter union struggles at the Kohler Company in Kohler, Wisconsin in the 1930s and 1950s.

"Cowboy Days" is about the life of a truck driver working as an over-the-road mover.

"The Wreck of the Carl D. Bradley" is about the November 1952 shipwreck on Lake Michigan of one of the largest boats operating at that time on the Great Lakes.

"Love and the Shorter Work Week" is a wonderfully fun song effectively capturing how the workers of today's "new economy" struggle with work schedules and jobs designed without taking human elements into consideration.

"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of the 1980s for the ugly shutdowns of their factories; the song ends by identifying the real culprit of the plant closures.

"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song about people during the Dust Bowl of the 1930s; the re-written verses by Darryl Holter eloquently tell the story of the abandoned manufacturing communities of the "rustbowl" states like Wisconsin.

"Union Maid" is another rousing classic labor song by Woody Guthrie.

**PLACE: Lake Superior**


Notes: This well-designed Internet website focuses on all aspects of the maritime history of the Great Lakes with emphasis on that of Lake Superior, Lake Michigan, and the many smaller lakes in Wisconsin, in addition to the network of rivers throughout Wisconsin, and especially the Mississippi River on Wisconsin's western border. The primary arrangement of this visual archive is into eight broad categories: Barges; Cargo Ships; Lake Steamers; Lighthouses; Passenger Ships; River Steamers; Schooners; and, Shipwrecks. All of the approximately 1,800 images currently in the website can be searched by any keyword or combination of keywords appearing in the descriptive record accompanying each image, including names of vessels or company (e.g., S.S. Lakeland, Superior Shipbuilding Company), topical element (e.g., crew, ice), geographic place names (e.g., Duluth-Superior Harbor), etc. Any kind of image or item related to maritime history may be found here—photographs, postcards, tickets, blueprints, shipping forms, underwater video, etc.

This collaborative project contains visual images selected from several significant maritime history collections located in Wisconsin, including those held at the following institutions: the State Historical Society of Wisconsin; the Special Collections Department of the Murphy Library at the University of Wisconsin-La Crosse; the Jim Dan Hill Library at the University of Wisconsin-Superior; the Milwaukee Public Library; the Wisconsin Marine Historical Society; and, the Door County Maritime Historical Society. Contact information is provided for each of the contributing collections—in case one doesn't find what is wanted among the images available through the website, be sure to ask the participating libraries to consult their substantial ship files consisting of many thousands more of images.

Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or minor promotional items produced by the shipping firms were excluded.

Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on Lake Michigan are Green Bay, Gills Rock, Sturgeon Bay, Kewaunee, Manitowoc, and Milwaukee.

The entries are arranged by the name of each shipping firm and each printed item is fully described and the repository where the item can be found is given. Each entry also includes the name of the headquarters of the shipping firm.

Although an index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography—these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).


Notes: A well-illustrated guide with the authors providing highlights of over a hundred places on a tour around Lake Superior; many of the seventeen sites included along the Wisconsin shoreline relate to the rich history of work and workers in Wisconsin. Be sure to also see the companion volume, *Around the Shores of Lake*


Notes: An overview look at the pilots who are licensed by the U.S. Coast Guard to navigate ocean-going vessels in and out of the ports of the Great Lakes, with the Port of Duluth-Superior used as an example.


Notes: Here is the official report made by the Bureau of Accident Investigation of the National Transportation Safety Board (NTSB) regarding the tragic sinking of the SS EDMUND FITZGERALD (a Great Lakes bulk cargo vessel) in eastern Lake Superior during a severe storm. The EDMUND FITZGERALD was carrying a cargo of taconite pellets from Superior, Wisconsin, to Detroit, Michigan, when it sank on November 10, 1975 at approximately 1915 (7:15 p.m.) Eastern Standard Time in position 46 degrees 59.9 minutes North, 85 degrees 06.6 minutes West (approximately seventeen miles from the entrance to Whitefish Bay, Michigan); the officers and crew, numbering in total twenty-nine, all perished. This NTSB Marine Accident Report was adopted by the National Transportation Safety Board on May 4, 1978 and is based in large part upon a U.S. Coast Guard Marine Board of Investigation which convened on November 18, 1975 in Cleveland, Ohio and which produced a report of well over twenty-four hundred pages.

The NTSB investigation board concluded that "the probable cause of this accident was the sudden massive flooding of the cargo hold due to the collapse of one or more hatch covers" but, that prior to the hatch cover collapse, "floodling into the cargo hold through non-weathertight hatch covers caused a reduction of freeboard and a list" and that the "hydrostatic and hydrodynamic forces imposed on the hatch covers by heavy boarding seas at this reduced freeboard and with the list caused the hatch covers to collapse" (p. [1]). A dissenting opinion (p. 44-48) filed by one member of the four-person investigation board instead concluded that, due to the heavy seas, the EDMUND FITZGERALD suffered severe damage to the boat's hull at approximately 1530 (3:30 p.m.) Eastern Standard Time while going over a shallow charted spot of only six-fathoms (thirty-six feet) in depth, which is north and slightly west of Caribou Island during the very heavy seas caused by the storm and eventually sank from the flooding in the cargo hold due to the damage sustained from this "shoaling".

Based on its investigation of this accident, the NTSB made various recommendations to other entities for corrective actions to be taken, including nineteen recommendations to the U.S. Coast Guard, four to the American Bureau of Shipping, and two recommendations to the National Oceanic and Atmospheric Administration. This NTSB report includes details of the recommendations made by the NTSB and also states that the recommendations to the U.S. Coast Guard will also be "published in the Federal Register" and, if "the Coast Guard does not accept some of these [NTSB] recommendations, the Coast Guard is required to set forth in detail the reasons for such refusal" (p. iii). Another useful feature of this report are the eight graphics, including drawings showing the debris field and how the pieces of the boat's wreckage are lying on the bottom.

"Report Number: NTSB-MAR-78-3"--title page.

Another edition: Also available on the Internet through the website of the United States Coast Guard at URL http://www.uscg.mil/hq/g-cp/history/webshipwrecks/edmundfitzgeraldntsbreport.html. This web edition carries the following note: "The text and format of this report have been edited to allow for better presentation on the internet . The facts of the case and the findings remain unchanged." Be wary, however, of citing text from the web version of this report, due to it having been scanned, rather than being provided using the Portable Document Format (PDF); when I compared the content of the paper version (as distributed in microfiche) with the scanned web version, I found a major scanning error in the web version in each section examined.

PLACE: Langlade County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environment, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Lincoln County, Wisconsin

Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.) With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding and substantial article, Costello looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Madison, Wisconsin

1. Madison Labor. Building a City--Building a Movement [video recording]. Madison, Wis.: Madison Federation of Labor; 1985. 1 VHS videorecording (30:00 minutes). Notes: Tells the story of the first one hundred years of the modern labor movement in Madison, Wisconsin, beginning with the founding in 1893 of the Federated Trades Council, the precursor of the current South Central Federation of Labor. CREDITS: Produced by ... Thanks to ...


3. Conners, William R. A History of the Bricklayers and Mason's Local Union No. 13, Madison, Wis. n.p.: Bricklayers, Masons and Plasterers International Union of America?; 1976. 30 p. Notes: This local union traces its organizational history in Madison, Wisconsin, back to 1867, when the Wisconsin State Legislature passed an act of incorporation for the "Bricklayer and Mason Association of Madison" [sic]. By 1892 the local union was known as the "Bricklayers and Masons Union of Madison" [sic], and on February 14, 1903 was officially recognized with a charter as Local 13 from the "Bricklayers and Masons' International Union" [sic]. The author makes a point of explaining that at the time of publication, "Local No. 13 Wisconsin is not comprised of only Bricklayers, but also included in its membership are Stone Masons, Tile Layers, Terrazzo Workers, Block Layers, and Cleaners, Pointers, and Caulkers" (p. 7). The bulk of this history is devoted to the notable events mentioned in the minutes kept of the local's meetings for the period from 1916 through 1967. The image of the seal of the "American Revolution Bicentennial, 1776-1976" appears on the outside of the back cover of this pamphlet.

4. Costello, Cynthia B. "Home-Based Clerical Employment". In: Christensen, Kathleen E., editor. The New Era of Home-Based Work: Directions and Policies. Boulder, Co.: Westview Press; 1988; pp. 135-145. Notes: This study looked at women who did clerical work in their home for the Wisconsin Physicians Service Insurance Corporation (WPS), located in Madison, Wisconsin, from 1980 on. WPS required that the home-based workers be "housebound women with preschool-age children" (p.135). United Food and Commercial Workers Local 1444, which represented the clerical workers in the WPS headquarters building, did not also represent the home-based workers. As the book's editor explains in the volume's introduction, Costello "examines the day-to-day realities that a working mother faces when she tries to balance simultaneously the demands of a paid job and the demands of children in the home" (p. 10). The author conducted this study as part of the research for her doctoral dissertation.


6. Costello, Cynthia B. We're Worth It!: Women and Collective Action in the Insurance Workplace. Urbana, Ill.: University of Illinois Press; 1991. 154 p. Notes: A sociological look at the process of collective action among the women clerical workers at three insurance companies in Madison, Wisconsin; all three companies had unionized workforces. The author analyzes the responses of the women workers to the different management philosophies of the three companies and the strategies employed by the women to make changes. The first workplace was at the Wisconsin Education Association Insurance Trust, which was formed by the Wisconsin Education Association, the state teachers' union; there the union involved was the United Staff Union (USU), the state affiliate of the National Staff Organization, an independent union to represent employees of teachers unions. The author analyzes the strategies used by the clericals in this workplace from 1975 to 1985 to gain respect and dignity on the job, including a strike in 1979. The second workplace was at the Wisconsin Physicians Services Insurance Corporation; the union involved there was began as Retail Clerks Union Local 1401 and then became United Food and Commercial Workers (UFCW) Local 1444 due to a merger in 1979. The group of women at this site were followed from 1974 to 1982 and, in addition to the unionized clerical office workforce, the author looked at the strategies of the company's non-unionized clerical workforce as well. The third workplace was at the CUNA Mutual Insurance Society, which was formed by the Credit Union
First Hundred Years

International Union of Painters and Allied Trades Local 802, 100th Anniversary, November 1, 1902-November 1, 2002: One Union, One Voice--IUPAT Local 802's Study of the Painter's Trade reflects the rise and fall of the nation's economy and demonstrates how the organizational ups and downs of the local union reflected the rise and fall of the nation's economic circumstances.

Clippings, as well as articles from the IBEW's, and Municipal Employees (AFSCME), an international union founded in Madison, Wisconsin and for many years headquartered there. This biography covers in considerable detail how Wurf, who was from AFSCME's District 37 in New York City, was able to wrest the leadership of the union from Arnold Zander, one of AFSCME's original founders as well as its longtime, first president.

Chapter 4 has also appeared in a somewhat different form as "The Clerical Homework Program at the Wisconsin Physicians Service Insurance Corporation," in Homework: Historical and Contemporary Perspectives on Paid Labor at Home, edited by Eileen Boris and Cynthia R. Daniels (Urbana, Ill.; University of Illinois Press, 1989), p. [196]-214 (Chapter 10).

Notes:

7. Craig, Judith S. "Graduate Student Unionism: The Teaching Assistants Association at the University of Wisconsin-Madison, 1970-1980".


Notes:

This anniversary booklet reviews the history of International Brotherhood of Electrical Workers Local 159 (IBEW Local 159) of Madison, Wisconsin, from when its charter was received in November 1900. Prepared by John Lund of the University of Wisconsin School for Workers, with the help of a committee of members of the local, this history was based on records, correspondence, and photographs of the local, newspaper clippings, as well as articles from the IBEW's Journal and Union Labor News (the publication of Madison's central labor body). The extensive use of document excerpts and group photographs personalize the life of the local and the economic conditions it faced over time. From roughly 1907 through 1912 or so, there was a dispute at the international union level between members who worked as the linemen out-of-doors and members who worked at indoor jobs and at some point during that period the local members of IBEW Local 159 formed into IBEW Local 186 (in support of the faction trying to change the international's leadership), until a meeting on August 27, 1914, when the local re-instituted IBEW Local 159.


Notes:

This anniversary booklet reviews the history of International Union of Painters and Allied Trades Local 802, the Painters and Drywall Finishers of Madison, Wisconsin, from the local's formation in 1902 up to the local's one-hundredth anniversary in 2002; up until January 1, 2000, the name of this international union was the International Brotherhood of Painters and Allied Trades (IBPAT). Prepared by John Lund and David Nack of the University of Wisconsin School for Workers, this history was based on a number of oral history interviews they conducted for the project and also the official records of the local union. Extensive quotations from the oral histories personalize how the painter's trade has changed through the years and demonstrate how the organizational ups and downs of the local union reflected the rise and fall of the nation's economic circumstances.


Notes:

Ten female union leaders of Wisconsin, including one African-American, are profiled; the women were most active from the 1940s through the 1970s. This volume also includes a list of the over thirty interviewees of the Women of Wisconsin Labor Oral History Project of the Wisconsin Labor History Society; all of the project's audio recordings and additional supporting materials from the interviewees are available to researchers through the Archives Division, State Historical Society of Wisconsin.

CONTENTS: Evelyn Donner Day, Milwaukee (Int'l Ladies Garment Workers Union; United Auto Workers). -- Alice Holz, Milwaukee (Office and Professional Employees Int'l Union). -- Evelyn Gotzion, Madison (Federal Labor Union No. 19587; United Auto Workers). -- Catherine Conroy, Milwaukee (Communications Workers of America). -- Nellie Wilson, Milwaukee (United Steel Workers of America). -- Doris Thom,
Janesville (Int'l Association of Machinists; United Auto Workers). -- Lee Schmeling, Neenah (Graphic Arts Int'l Union; Graphic Communications Int'l Union). -- Helen Hensler, Milwaukee (Office and Professional Employees Int'l Union). -- Joanne Bruch, Whitewater (Intn'l Union of Electronic, Electrical, Salaried, Machine and Furniture Workers). -- Florence Simons, Milwaukee (Int'l Association of Machinists; United Auto Workers; Allied Industrial Workers).


Notes: Editorial cartoons collected from the Madison Press Connection, the alternative paper published by the striking employees of the two daily newspapers in Madison, Wisconsin.


Notes: ???


Notes: The author, in the book's preface (p. ix), says: "This is a book about blue-collar men and women who frequent a tavern [in Madison, Wis.]. I choose to call The Oasis. Most of the men work in the various construction trades. I have tried to capture the life-style of these persons so that students and other readers might gain some understanding of them.

"Chapter 5, 'Battle of the Sexes' was originally published in The Wisconsin Sociologist 10 (Spring-Summer, 1973) and Chapter 8, 'Tavern Social Life,' was originally published under the title, 'Social Life in a Working-Class Tavern," in Urban Life and Culture 2 (April 1973)."

18. Lucht, Beth. "Out in the Cold". Isthmus [Madison, Wis.]. 2000 Dec 8; 9-10, 12.

Notes: This article explores why the Rock-Tenn Company, which had an established and always-profitable cardboard-packing plant in Madison, Wisconsin, suddenly chose to close their Wisconsin operation in 2000 over less-profitable, but non-unionized plants; the 200 Wisconsin employees of Rock-Tenn were represented by Paper, Allied-Industrial, Chemical and Energy Workers Local 1202 (P.A.C.E. Local 1202).


Notes: This study, undertaken for the Women's Bureau of the U.S. Department of Labor, thoroughly analyses the work experience and living circumstances of the 609 women in total who attended four summer schools provided for women employed in industrial jobs in the U.S. during 1928 through 1930; the four schools studied were: the Wisconsin Summer School at the University of Wisconsin in Madison, Wisconsin; the Barnard Summer School at Barnard College in New York, New York; the Bryn Mawr Summer School at Bryn Mawr College in Bryn Mawr, Pennsylvania; and, the Southern Summer School in Arden, North Carolina. The attendees at these special summer schools for women were each sponsored by a local committee, based on the student having "shown some qualities of leadership and interest in workers education and other community activities" (p. 2); scholarship money was raised to defray their costs. The women's jobs were concentrated in the following fields: clothing trades; textile trades; domestic and personal service trades; and, miscellaneous trades (for instance, retail trades, factory assembly, metal trades, printing, upholstery, munitions, packing candy, etcetera). This study made use of detailed surveys which covered every economic aspect of the women's lives, such as the age at which they entered industrial work, how much money they save each year, what deductions are made from their pay, etc. Twenty-eight tables of data are provided with many reporting the data down to the level of each of the four schools; numerous autobiographies collected from the students are quoted extensively.


Notes: The author of this history was the director of the School for Workers at the time of its publication, and writes in the preface (p. 3) to the work, "As author of the small volume, entitled, Workers Education, a Wisconsin Experiment; and printed in 1942 by the University Press, I have tried to transplant the essentials in that work to this pamphlet with additions to take care of the intervening years. I realize that this constitutes an incomplete story of what is now no longer an experiment but a permanent institution in the University and an ever increasing source of service to trade unionists of the state and a growing factor in development of stable industrial relations. But it does cover the essential facts in the School's twenty-five years of existence."


Notes: This study was done as Contract 81-55-71-04 for the Manpower Administration of the U.S. Department of Labor (with copies available through the National Technical Information Service) and used the Gisholt Machine Company, of Madison, Wisconsin, as a case study of company training programs and the costs and benefits of the acquired skills. Because the study occurred during the time of the shutdown of this important Madison, Wisconsin company, it has much to tell about the laid-off employees and their subsequent employment in new workplaces. The Gisholt Machine Company had been founded in Wisconsin in 1889 and at its height in 1970 had over 2,000 employees and was nationally one of the fourteen largest firms in its specialty of machine tool production; only four other Madison companies at that time employed over 1,000 employees. In 1966, the company had been purchased by another Wisconsin machine tool manufacturer, Giddings and Lewis, which announced in January 1971 its decision to close the Gisholt company. United Steelworkers of America Local 1401 had represented all hourly employees at Gisholt since 1955, except those working in the areas of computer programming and data processing.


Although an index to personal names, corporate names and geographic names is provided, some care should be

Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on

Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or "notes of interest" may not be included. An account of the first Wisconsin Summer School for Working Women, which was held in 1925 at the campus of the University of Wisconsin in Madison, Wisconsin. The Wisconsin school was only the second such summer training program for women working at industrial jobs, with the first having been held at Bryn Mawr College in Pennsylvania (although the Wisconsin school is the first such program at a state university). The instruction lasted for six weeks during the regular summer sessions at the university; forty women from nine Midwestern states attended and instruction was given in three areas: English, economics, and physical education. Some detail is provided about the topics studied and mention is made of production of a publication, "The Script," a mimeographed class-book edited by the students" (p. 945).

Voelker, Keith Emery. "Financial Incentive Plans for Clerical Employees[sic]."

Notes: M.S. thesis, University of Wisconsin, 1964. 167 leaves. In conjunction with the National Office Management Association (N.O.M.A.) a survey was conducted by the Center for Productivity Motivation of the School of Commerce at the University of Wisconsin to ascertain "the prevalence of clerical incentive plans in the United States and the effectiveness of such plans in practice" (p. 80). Financial incentives were divided into three categories: those financial incentives available to the individual clerical employee at the firm, based on that individual's own work performance; those available to each clerical employee within a small group of the clerical employees at the firm, based on the work performance of their own small group; and, those available to the entire group of clerical employees at a firm, based on the financial performance of their firm as a whole. The study reports on the over-all experience of the 648 responding firms with the use of incentive systems for clerical work. A key finding of the study was that almost thirty-five percent of the businesses reported use of some form of financial incentive for clerical work.

Copies of the survey developed for this study were distributed to all members of forty-five randomly-selected N.O.M.A. chapters, with each N.O.M.A. chapter representing a wide range of types and sizes of business firms. The Madison, Wisconsin N.O.M.A. chapter was included among the randomly-selected group and sixteen of the chapter's 108 members completed and returned the surveys. As is typical of this type of survey, however, none of the survey's responses are reported by city or state. The complete text of the survey developed for this study is included here in an appendix.


Notes: About the community newspaper published from 1978 to 1980 in Madison, Wis. by the workers on strike against Madison Newspapers, Inc. (MNI), the parent company which operates the two Madison daily newspapers, the Wisconsin State Journal and The Capital Times; MNI is owned by the out-of-state Gannett Company. Also listed in America: History and Life, 18A:8768 (but without an abstract).


Notes: This book tells the story from 1934 to 1952 of the production workers at the Ray-O-Vac Battery factory in Madison, Wisconsin, which directly affiliated with the American Federation of Labor as Federal Labor Union (F.L.U.) No. 19587; this union, in 1963, changed their charter and became United Auto Workers Local 1329. There are lots of federal labor unions--why a book about this particular one? Because as the author explains in his preface, "the establishment, development, and tribulations of the union at Ray-O-Vac, while lacking the overt drama of the more spectacular labor events of the 1930s and 1940s, illustrate in microcosm basic themes in the recent history of American unionism" (p. 1). It is to be hoped that all local unions in Wisconsin will note well that, according to the author, there were two additional major factors which led him to decide to write a history of the union of the Ray-O-Vac battery workers: the State Historical Society of Wisconsin (S.H.S.W.) collects the records of labor unions located in Wisconsin and F.L.U. No. 19587 had taken care to deposit a copy of all their records with the S.H.S.W.


PLACE: Manitowoc County, Wisconsin


Notes: Source: Hispanics in Wisconsin: A Bibliography, p. 252.

PLACE: Manitowoc, Wisconsin


Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or minor promotional items produced by the shipping firms were excluded. Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on Lake Michigan are Green Bay, Gills Rock, Sturgeon Bay, Kewaunee, Manitowoc, and Milwaukee. The entries are arranged by the name of each shipping firm and each printed item is fully described and the repository where the item can be found is given. Each entry also includes the name of the headquarters of the shipping firm.

Although an index to personal names, corporate names and geographic names is provided, some care should be
Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion...
of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE:  Marinette River Valley


Notes: In 1925 Wisconsin union leaders, after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin.

The author provides an in-depth example of each of the two situations in which labor spies were used; the strike discussed is that against the Allen-A Hosiery company in Kenosha, Wisconsin from 1928 to 1930 by members of Branch 6 of the American Federation of Full Fashioned Hosiery Workers, United Textile Workers of America and, for the second situation, he uses the Western Paper Makers Association (a manufacturers' association led by David Clark Everest) and their activities to suppress unions among paper mill workers in central Wisconsin along the Fox, Wisconsin, Marinette, Eau Claire and Peshtigo Rivers. The article also examines the helpful role of congressional hearings held from 1936 to 1940 by the U.S. Senator from Wisconsin, Robert La Follette, Jr.

The State Historical Society of Wisconsin named this article as the winner of the annual William Best Hesseltine Award for the best article to be published in the Wisconsin Magazine of History during the year.


PLACE:  Marinette, Wisconsin


Notes: An excerpt from Karsh's book, Diary of a Strike (Urbana, Ill.: University of Illinois Press, 1958); in the second edition of his book (published in 1982), Karsh had revealed the real names of those involved in the strike he is discussing in Diary of a Strike—it was a strike by International Ladies Garment Workers Union Local 480 against the Marinette Knitting Mills in Marinette, Wisconsin.


Notes: In a town identified only as "Saylor," a former lumber town and port city on the upper Great Lakes, the entire process of a strike for union recognition and a first contract is explored from beginning to end. Karsh, as a social scientist, examines the question of how the will was created and sustained among the workers at a local mill, which produced "an expensive line of soft goods" (p. 17), to form a union and to go on strike to win that union. The actual names of the town, the company, and the strike's key participants were not revealed until the second edition of this book came out in 1981, but everything else in this compelling story is real; see the abstract provided for the second edition of the book for the actual names.

"Some of the material included in this book first appeared in an article in the American Journal of Sociology and in The Worker Views His Union, published by the University of Chicago Press."--preface, p. xii.


Notes: A sociologist's look at the process of a strike against the Marinette Knitting Mills by International Ladies Garment Workers Union Local 480 from July 12, 1951 through October 25, 1951 in Marinette, Wisconsin.

This second edition for the first time supplies the actual names of the town, the company, the union, and the strike's key participants; the author explains in his preface here that, "in accord with standard practice in social science research, many of the identifying names were changed" in the original edition, but that the "need to disguise informants has diminished" since then (p. viii).

This is a compellingly-told story and in his foreword to this edition, Sol C. Chaikin, the president of the I.L.G.W.U., explains why:

"This is an unusual book, and still more unusual among works of non-fiction. Its subject matter--the daily events surrounding a strike of garment workers in Wisconsin--is the stuff of novels or motion pictures. Rarely is this story told by academics or journalists--and rarely so well as in this study. This work is not fiction, not propaganda, but reality: history as it actually was, and actually is. Normally, when strikes are described, much is left out. Scholars most often take a perspective that is overly broad or cooly statistical. They lose the human drama, the sacrifice, the courage, the disappointment, the joys, even the humor. But who, after reading this book, will forget the moment when the company tried to have its winter heating coal sent through the mail?"

"Reporters for newspapers and television are better at relating the dramatic events of a strike, yet they too miss much of what a labor dispute is all about--the ebb and flows, the subtle nuances of tactics, the improvisations, the countless decisions and countless details, the accumulation of small incidents that add up to a major confrontation. I think one has to live day by day with a strike to understand fully what is
involved. Short of that, one can read Bernard Karsh's book."


Notes: The Knights of Labor had over 30,000 members in Wisconsin by the middle of the 1880s and this article looks at the activities and influences in the lumber industry of the Knights' assemblies in Marinette, Oconto and Peshtigo from 1885 to 1887. In Marinette, many of the members of the Knights' Assembly were also members of the Menominee River Laboring Men's Protective and Benevolent Union; this union led a strike in late 1885 which resulted in the introduction of the ten-hour day at the mills of the entire area for the 1886 sawing season (a reduction from eleven-and-a-half hours). Various other improvements brought about as a result of the Knights' assemblies in each of the three cities are also detailed, especially the political campaign efforts undertaken through a new party, the People's Party, which was closely linked to the key organizer in Wisconsin for the Knights of Labor, Robert Schilling from Milwaukee.


Notes: Ph.D. thesis, University of Wisconsin, 1969. 401 leaves. Voelker has provided an organizational history here of the International Brotherhood of Pulp, Sulphite, and Paper Mill Workers (I.B.P.S.P.M.W.) for the period from 1906 to 1929. At various times during this period, the I.B.P.S.P.M.W. had union locals in nine Wisconsin cities: Green Bay, Kaukauna, and Appleton (all on the Fox River); Oconto Falls (on the Oconto River); Marinette (on the Menominee River); Shawano (on the Wolf River); and, Rhinelander, Port Edwards, and Nekoosa (all on the Wisconsin River). Only brief mentions are made of these Wisconsin locals in the body of this dissertation (on p. 67-68, 125, 128, 173, 253-254, and 358), and a few are only mentioned in the bibliographical footnote provided for a document cited by the author (on p. 118, 122, 179, 183, 186, 232, 300-301, 306, 350, and 379).

PLACE: Marquette County, Wisconsin


Notes: The news publication of Obreros Unidos, the migrant farm workers' union active in Waushara, Marquette and Portage counties of Wisconsin in the 1960s; edited by David Giffey; a full run of the paper has been deposited with the State Historical Society of Wisconsin, located in Madison, Wisconsin.


Notes: This article looks at how Texas Mexican migrant farm workers from the area around Crystal City, Texas, who came every year to Wisconsin for seasonal agricultural work, were influenced by the "oppositional consciousness" traditions of the Wisconsin labor movement.


Notes: Accompanying booklet for a travelling photo exhibit about Obreros Unidos, a migrant farm worker union active during the 1960s in Wisconsin's Waushara, Marquette and Portage counties; booklet text in Spanish and English. Contact David Giffey (Arena, WI) or the Wisconsin Labor History Society (Milwaukee, WI) to arrange to show the exhibit.

PLACE: Menasha, Wisconsin


Notes: A comparative treatment of the relative industrial fortunes of Oshkosh, Wisconsin, and the four cities known collectively as the Fox Cities (Neenah, Menasha, Appleton, and Kaukauna, Wisconsin) and how the differences in their geography, as well as economic developments in the nineteenth century in these cities, determined their industrial specializations and relative economic situations in the twentieth century, especially regarding the lumber, flour, and paper-making industries.


Notes: The history of the Menasha Corporation is traced from a small company, The Pail Factory, established in 1849 in Menasha, Wisconsin to its growth into a plant operations throughout the United States and with sales of $991,000,000 in the year 2000. The same family has operated the business since 1852 when the company was purchased by Elisha D. Smith, the great-grandfather of Mowry Smith, Jr., one of the two authors of this book. The Pail Factory in Menasha failed during the
financial Panic of 1873 and the business was re-incorporated in 1875 as the Menasha Wooden Ware Company, producing a variety of wooden products, including pails, tubs, barrels, broom handles, clothespins, and washboards. Until 1900 the company used timber mostly from Wisconsin, but thereafter the company also used lumber from its holdings in the Upper Peninsula of Michigan, and later from Washington state, Oregon and Idaho. In 1915 the company's Menasha plant was made up of over fifty buildings on sixty-five acres and required 27,000,000 feet of timber each year, with up to seventy-five percent of the lumber still coming from the company's timber holdings in northern Wisconsin. By 1921 the Menasha Wooden Ware Company was supplying about sixty percent (4,500,000) of the wooden tub market in the country. In 1926 the Menasha Wooden Ware Company was re-formed into two companies, the Menasha Wooden Ware Company (as a personal holding company) and the Menasha Wooden Ware Corporation (for the manufacturing business). The company, throughout its history, adapted to changing circumstances by phasing out products as times changed and bringing in new products with market potential (corrugated containers, 1927; wood flour, 1929; handles for pots and pans, etc., 1929; toy furniture, 1929; juvenile furniture, 1934; paperboard, 1939; adult furniture, 1942; plywood, 1948; plastics, 1955; papermill machinery, 1969; plastic pallets, 1973). Finally, in 1962 the name of the Menasha Wooden Ware Corporation was shortened to the Menasha Corporation to reflect that the company had expanded beyond only wooden products. Due to a major fire on July 17, 1964 which destroyed the company's longtime Menasha headquarters plant, the company chose to re-locate to nearby Neenah, Wisconsin, where more space was available.

The authors briefly note that the company's first major labor confrontation was a labor strike in 1934 over the issue of whether seniority would be calculated separately for each department within the plant or on a plant-wide basis, as a leader of the company wished. Because Smith and Clark merely note that the strike was "settled on June 30, 1934, resulting in the installation of three American Federation of Labor unions" (p. 84) without mentioning even the names of the three unions involved or other pertinent details about the strike, one would have to conclude that there must have been something more to this dispute than is explained here. One photograph from the 1934 strike is included.

**PLACE: Milwaukee County, Wisconsin**

1. Anderson, Byron. *A Bibliography of Master's Theses and Doctoral Dissertations on Milwaukee Topics*, 1911-1972. Madison, Wis.: State Historical Society of Wisconsin; 1981. 131 p. Notes: The compiler has tried to provide a comprehensive list of master's theses and doctoral dissertations dealing with Milwaukee, city and county, from all academic disciplines, through 1977 (with a few titles from 1978)* (p. 3); altogether four hundred eighty-nine different theses and dissertations are included, arranged in thirty-seven separate subject sections in this bibliography; many of the studies cited will be of interest to those studying the history of the Wisconsin labor movement and the history of the working class in Wisconsin.

In addition to searching the national bibliography, *Dissertation Abstracts*, Anderson consulted the special card files describing the theses and dissertations completed at their institutions, which are maintained at the academic libraries at the University of Wisconsin-Madison, the University of Wisconsin-Milwaukee, Marquette University (located in Milwaukee), and the St. Francis Seminary (also located in Milwaukee). The author has consulted the bibliography published by the Karrman Library at the University of Platteville of the master's theses and seminar papers done from 1935 to 1976 at the various schools within the University of Wisconsin System.

2. Ettenheim, Sarah C. *How Milwaukee Voted, 1848-1968*. Milwaukee, Wis.: Institute of Governmental Affairs, University Extension, University of Wisconsin; 1970. 144 p. Notes: An incredibly useful compilation of data showing the voting patterns for elections held in Milwaukee County with vote tallies provided by ward for the following offices: U.S. President (from 1848 through 1968), Wisconsin Governor (from 1848 through 1968), U.S. Senator (from 1914, when Wisconsin began direct election of U.S. Senators, through 1968), U.S. Representatives (from 1872 through 1968), Mayor of Milwaukee County (from 1900 through 1968), and Milwaukee County Executive (from 1960 through 1968). Detailed maps are provided for significant changes to the political boundaries of the Milwaukee districts and wards to ensure that comparisons of the voting patterns can be followed over time. The tally figures given are based upon biennial reports published by the City of Milwaukee Election Commission for the period from 1912 through 1968; with the figures prior to 1912 coming from the Wisconsin Blue Book or reports filed with the Wisconsin Secretary of State's office. An index to the candidates' names is also included.

3. Walsh, Margaret. "The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860". Notes: Ph.D. thesis, University of Wisconsin, 1969. 2 volumes (564 leaves). In an impressive work of original research, Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the economics of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnibago, Eau Claire, Racine, and Milwaukee; the examples they represent are drawn from agriculture, lumbering, and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. The major primary sources used by the author included "the federal manuscript censuses for the state of Wisconsin, 1850 and 1860, schedule 5, products of industry, the Dun & Bradstreet handwritten commercial credit rating reports for Wisconsin, 1844-1865, and local newspapers ... supplemented by manuscript business papers, agricultural and trade journals, city directories, reports of boards of trade and chambers of commerce and official state and federal government publications" (p. 538). For a fuller abstract, see *Dissertation Abstracts International*, 1970, 31/01, p. 348-A.

4. ---. *The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860*. Madison, Wis.: State Historical Society of Wisconsin; 1972. 263 p. Notes: A revision of the author's thesis (Ph.D.)--University of Wisconsin. Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the...
subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they provide are drawn from agriculture, lumbering and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. This book won the D.C. Everest Prize in Wisconsin Economic History.

PLACE: Milwaukee, Wisconsin


   Notes: Tells the story of how agitation nationally to win the Eight-Hour Day led to the seven tragic deaths in the Bay View neighborhood of Milwaukee, Wisconsin on May 5, 1886, killed by state militia ordered to fire upon a parade of striking workers--still to this day the bloodiest day in Wisconsin labor history.

   CREDITS: Produced by David Thomas. Voices by Melinda Macdonald; Dan Mooney, AFTRA/SAG. "8 Hours" [sung] by Pete Seeger, used with permission. Guitar music of John Fahey, courtesy of Vanguard Records, Welk Record Group. Videotape produced through the facilities of Milwaukee Access Telecommunications Authority. Thanks to Milwaukee County Historical Society, State Historical Society of Wisconsin, Milwaukee Public Library. Special Thanks to the Wisconsin Labor History Society.

   This video continues to be available for sale (at a cost of $15.00); to purchase a copy, write to: Wisconsin Labor History Society, 6333 West Blue Mound Road, Milwaukee, WI 53213.


   Notes: "Special issue based upon the exhibition Snapshots from the Family Album: Milwaukee Labor After World War II, organized and presented by the Wisconsin Historical Society"--table of contents page.

   This issue sponsored by the Wisconsin Labor History Society and the Milwaukee County Labor Council--table of contents page.


   Notes: "This booklet highlights presentations made at six events which were held throughout the state as part of the 'Workers in Wisconsin History' Project during 1998--Wisconsin's Sesquicentennial Year. The contents ... include excerpts from speeches, writings or other presentations made at the events."--inside front cover.


   Notes: The compiler has tried to "provide a comprehensive list of master's theses and doctoral dissertations dealing with Milwaukee, city and county, from all academic disciplines, through 1977 (with a few titles from 1978)" (p. 3); altogether four hundred eighty-nine different theses and dissertations are included, arranged in thirty-seven separate subject sections in this bibliography; many of the studies cited will be of interest to those studying the history of the Wisconsin labor movement and the history of the working class in Wisconsin.

   In addition to searching the national bibliography, Dissertation Abstracts, Anderson consulted the special card files containing the theses and dissertations completed at their institutions, which are maintained at the academic libraries at the University of Wisconsin-Madison, the University of Wisconsin-Milwaukee, Marquette University (located in Milwaukee), and the St. Francis Seminary (also located in Milwaukee). The author also consulted the bibliography published by the Karrman Library at the University of Platteville of the master's theses and seminar papers done from 1935 to 1976 at the various schools within the University of Wisconsin System.


   Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, this is an extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantial printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or
Notes: Excerpted from Chapter Seven, "Bullets and Ballots: Mobilization and the Path to Municipal Socialism,

Notes: This novel is the story of a newspaperwoman in Milwaukee, Wisconsin. The prolific author, Edna Ferber, was popular during the first half of the 1900s and was known for usually setting her novels in different regions of the United States and for being among the first to feature intelligent and resourceful women among the main characters of her books. Ferber, who graduated from high school in Appleton, Wisconsin, started her writing career as a reporter in Wisconsin (first for two years at the Appleton Daily Crescent, where she was her first female newspaper reporter, and then for three years at the Milwaukee Journal). Besides her short stories, novels and two autobiographies, Ferber is also known for having co-authored some successful short stories, novels and two autobiographies, Ferber is also known for having co-authored some successful

Notes: A biographical piece about this pioneering Wisconsin woman, a longtime staff representative for the Communications Workers of America (CWA) and the first woman to serve on the governing board of the Wisconsin Federation of Labor.


Notes: Written by three long-time employees of the Milwaukee paper.


Notes: An index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography--these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).


Notes: A biographical piece about this pioneering Wisconsin woman, a longtime staff representative for the Communications Workers of America (CWA) and the first woman to serve on the governing board of the Wisconsin Federation of Labor.

Notes: An index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography--these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).


Notes: A biographical piece about this pioneering Wisconsin woman, a longtime staff representative for the Communications Workers of America (CWA) and the first woman to serve on the governing board of the Wisconsin Federation of Labor.

Notes: An index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography--these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).


Notes: Written by three long-time employees of the Milwaukee paper.


Notes: Written by three long-time employees of the Milwaukee paper.


Notes: An incredibly useful compilation of data showing the voting patterns for elections held in Milwaukee County with vote tallies provided by ward for the following offices: U.S. President (from 1848 through 1968), Wisconsin Governor (from 1848 through 1968), U.S. Senator (from 1914, when Wisconsin began direct election of U.S. Senators, through 1968), U.S. Representatives (from 1872 through 1968), Mayor of Milwaukee (from 1900 through 1968), and Milwaukee County Executive (from 1960 through 1968). Detailed maps are provided for significant changes to the political boundaries of the Milwaukee districts and wards to ensure that comparisons of the voting patterns can be followed over time. The tally figures are based upon biennial reports published by the City of Milwaukee Election Commission for the period from 1912 through 1968, with the figures prior to 1912 coming from the Wisconsin Blue Book or reports filed with the Wisconsin Secretary of State's office. An index to the candidates' names is also included.


Notes: This novel is the story of a newspaperwoman in Milwaukee, Wisconsin. The prolific author, Edna Ferber, was popular during the first half of the 1900s and was known for usually setting her novels in different regions of the United States and for being among the first to feature intelligent and resourceful women among the main characters of her books. Ferber, who graduated from high school in Appleton, Wisconsin, started her writing career as a reporter in Wisconsin (first for two years at the Appleton Daily Crescent, where she was her first female newspaper reporter, and then for three years at the Milwaukee Journal). Besides her short stories, novels and two autobiographies, Ferber is also known for having co-authored some successful Broadway plays with George S. Kaufman. Ferber was the first Jewish-American woman to receive the Pulitzer Prize for the novel which she won in 1925 for So Big. The State Historical Society of Wisconsin holds the principal collection of Ferber's papers.


19. ---. Workmen's Democracy: The Knights of Labor and American Politics. Urbana, Ill.: University of
Notes: Labor educator Joe Glazer, who wrote such classic American labor songs as "I Dreamed I Saw Joe Hill Last Night" and "The Mill Was Made Of Marble", kept labor songs front and center throughout his long career; in his autobiography here he tells the story of his life of using music for progressive causes and the people he met along the way. He also devotes two chapters to introducing us to some of the "New Voices" of the labor song movement, including a labor troubadour of Wisconsin, Larry Penn of Milwaukee (see pages 255-260).

Notes: The workers, so integral to the story of Milwaukee, Wisconsin, are covered in detail throughout this profusely-illustrated general history of the city from its earliest days up to the 1990s—an indispensable resource! This book has been recognized for its achievement by the Council for Wisconsin Writers (Best Non-Fiction Book Award), by the Wisconsin Library Association (Outstanding Book Achievement), and by the Wisconsin Humanities Council (Governor's Award for Public Humanities).
The strike began on April 30, 1946 and its main issue revolved around the procedures for handling grievances, which the officials of the company determined to significantly reduce the union's participation in the early stages of the grievance process and the union committed to defending their effective grievance procedures. The company strategized with other employers from the National Association of Manufacturers regarding bargaining demands and exerted a noticeable influence on which provisions went into the soon-to-be-passed national Taft-Hartley Act. The company also red baited the leadership of UAW Local 248 through a daily newspaper column appearing in the Milwaukee Sentinel (a Hearst paper) from September 23 through November 21, 1946 and signed with the pen name, "John Sentinel." The federal House Un-American Activities Committee even came to Milwaukee and held hearings into the strike.

The strike situation was greatly complicated for the union members because of the political battles among the union leadership due to Cold War conflicts between the left and right wings within the various levels of the UAW, as well as within the Milwaukee County Industrial Union Council and the Wisconsin State Industrial Union Council. When a group of scabs tried to establish a company union in December 1946, they were given support by the leadership of the Milwaukee area's anticommunist wing of the UAW and were able to get the National Labor Relations Board to schedule a representation election to be held during the strike.

Another edition: Also available on the web at www.netlibrary.com, according to OCLC record #42856238.


Notes: The genesis of the Wisconsin State Federation of Labor, the enduring statewide political voice of Wisconsin working men and women, is described; the three-day convention in Milwaukee, Wisconsin met for three days in June 1893. Attending were thirty-five delegates from unions in Wisconsin representing brewery workers, carpenters, cigar makers, coal heavers, coopers, electrical workers, furniture workers, horseshoers, iron molders, plasterers, tanners, trunk makers, typographers, and machine woodworkers; six Wisconsin central labor councils were represented with delegates (Ashland, Madison, Marinette, Milwaukee, Oshkosh and West Superior).


Notes: Ten female union leaders of Wisconsin, including one African-American, are profiled; the women were most active from the 1940s through the 1970s. This volume also includes a list of the over thirty interviewees of the Women of Wisconsin Labor Oral History Project of the Wisconsin Labor History Society; all of the project's audio recordings and additional supporting materials from the interviewees are available to researchers through the Archives Division, State Historical Society of Wisconsin.


Notes: This overview of twenty-three pages recounts the history of International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers Local 8 of Milwaukee, Wisconsin and was included in the center of the program booklet for the local union's "One Hundredth Anniversary Celebration" held on June 9, 2001. The first charter of Iron Workers Local 8 was granted to it on June 26, 1896 by the National Association of Bridge and Structural Ironworkers; then, when the national association changed its name in 1900 to the International Association of Bridge and Structural Ironworkers of America, Local 8 was sent an updated charter as the Housesmists and Bridgemen's Local Union No. 8 of Milwaukee, Wisconsin.

Notes: How eloquently Mother Jones writes here of the dismal plight on the job for the young women who work in the bottle washing departments of the Schlitz, Pabst, Miller, and Blatz breweries in Milwaukee, Wisconsin--the constant wet shoes and wet clothes leading to early rheumatism and consumption, the pitiful wages, the foul language and unwelcome sexual attentions of the foremen! Unable to win any relief for the "Girl Slaves of the Milwaukee Brewers" from either the owners of the Milwaukee breweries or from the Wisconsin legislature in Madison (the state's capital), in spite of two months of agitation, Mother Jones ends this article by calling upon "all fair minded people to refrain from purchasing the product of these Baron Brewers."


Notes: A narrative look at the 1880 U.S. Presidential campaign of the National Greenback party, including discussion of Wisconsin's significant role in this national third-party effort. First organized in 1876 and active through the 1884 Presidential race, the Greenback party wanted the federal government to increase the supply of paper money in circulation in order to make credit more easily available during the troubled economic periods around 1873 and 1877 in the United States. Nationally, the Greenback party received one million votes and elected fourteen Congressional representatives in 1878; the party's support came primarily from workers and farmers around the country, with the socialist organizations of Wisconsin, having a strong impact on the party. The Greenback party also had some support from the Midwest's business community, which tried to get Edward P. Allis, of Milwaukee's Reliance Iron Works, for the top spot on the Greenback's 1880 national ticket, but James B. Weaver, of Iowa, was selected instead. After the Greenback party faded, the Populist party incorporated much of Greenback party's message about the political and social costs of monetary policies into the platform of the Populist party and James B. Weaver even ran as the 1892 Presidential candidate for the Populists.


Notes: Formed in 1867 in Milwaukee, Wisconsin, this union for shoemakers went on to become a national union, growing by 1870 to eleven "lodges" in Wisconsin, as well as many outside of the state and with an overall membership of 50,000; the organization became powerful enough to win several strikes around the country, but collapsed, however, over the short period from 1872 to 1874, due to a number of factors, including the changes in the markets and in mechanical methods.


Notes: Although R.A. Lewis was born and grew up near Detroit, Michigan, in 1920 he began studying at the Wisconsin School of Art in Milwaukee, Wisconsin, as he had an uncle living in Milwaukee, and, after graduation, stayed on, working in Milwaukee as a commercial designer; then, in 1925 he began as a staff artist at The Milwaukee Journal, one of the two major daily newspapers in the city. At the end of 1929, Lewis began providing the newspaper with editorial cartoons regularly and won a Pulitzer Prize for his September 1, 1934 editorial cartoon, "Sure, I'll Work for Both Sides" (about violence in disputes between industry and labor). Of special note in this collection is the December 15, 1942 editorial cartoon about the loss at sea during World War II of Mayor Carl Zeidler, after whom Zeidler Union Square Park in downtown Milwaukee, is named.


Notes: The story of the workers and their union at the Allis-Chalmers Manufacturing Corporation from 1900 to 1950 is eloquently explained here. The company, located in West Allis, Wisconsin (a suburb of Milwaukee), was one of the largest employers in Wisconsin and specialized in a wide variety of metal and electrical manufacturing (from small electric motors to large steam engines, from tractors to artillery shell casings); the union, United Auto Workers Local 248, played a significant role in the Milwaukee and Wisconsin labor movement as well as nationally within the UAW. The author analyzes the process by which the employees built up the strength of the union at the job through the principles of industrial unionism and how the forces of power were able to tear it apart with the red-baiting tactics of the McCarthy period.


Notes: Leo Krzycki was born in 1881 in Milwaukee, Wisconsin and made his home there his entire life, while rising to national prominence as a talented, effective union organizer in the garment industry and serving as a vice-president with Sidney Hillman's Amalgamated Clothing Workers of America (A.C.W.A.). This article discusses Krzycki's entire life and career from his early recollections of the 1886 Bay View Massacre (part of the national struggle in the movement to win an eight-hour work day) through his death on January 22, 1966. Krzycki's first union involvement began, when at age fifteen "he led a group of young press tenders out on an unsuccessful strike at a local lithography plant" (p. 53). After a period of having been blacklisted as a result of that strike, he eventually returned to lithography work in Milwaukee and from 1904 until 1908 was general vice-president of the Lithographic Press Feeders Union, an affiliate of the American Federation of
Two strikes by UAW Local 248 against the Allis-Chalmers company are discussed by Ozanne in some detail. Finally, in Part II (p. 185-324) Ozanne turns his attention to a Wisconsin local union and provides a "Study of This dissertation consists of two major divisions. Part I (p. 1-184) is an overview of the "Effects of Communist Leadership on American Trade Unions" nationally. In his first chapter Ozanne reviews what he characterizes as a well-established pattern among the American labor movement from the unions' primary mission of 'bread and butter unionism' which he defines as "a term used to designate the attempts to improve the living standards of the workers within the existing economic system as differentiated from movements which seek improvement by abolishing the wage system through development of producer cooperatives or state ownership as in socialism or communism or other schemes" (p. 4); among such reform groups he includes the women's suffrage movement, the Knights of Labor, the Industrial Workers of the World, and the political movement of socialism. In his second chapter he provides in more depth "An Evaluation of Communist Leadership of American Trade Unions" during the period from 1934 to 1953 and argues that any union leaders found to adhere to the tenets of communism would have to be subordinating the interests of their union's members to the "necessity of following the twists of the Soviet foreign policy" (p. 99). In his third chapter, Ozanne analyzes the "Techniques of Communist Control in Unions" at both the local union level and the international union level and relies heavily on testimony at Congressional hearings held in 1952 by the U.S. House of Representatives' Committee on Un-American Activities, as well as similar hearings of the period held before various other Congressional committees.

Finally, in Part II (p. 185-324) Ozanne turns his attention to a Wisconsin local union and provides a "Study of Local 248 UAW-CIO 1937-1947: A Case Study of a Communist-Led Local Union". United Auto Workers Local 248, the union at the Allis-Chalmers Manufacturing Corporation in West Allis, Wisconsin (a suburb of Milwaukee) was the largest local union in Wisconsin, important both for the leadership role it had within the Milwaukee labor movement as well as the impact it had nationally within the United Auto Workers international union. Ozanne spends the next five chapters describing UAW Local 248's collective bargaining, grievance handling, and local union administration. Throughout these chapters he characterizes the local's leadership as "Communist leadership" and spends considerable time giving his assessment of how these political sentiments of the local's leadership affected the essential activities of the local union and its members, conceding that the leadership of UAW Local 248 remained faithful to trade union principles and often went against the wishes of the Communist Party. Ozanne's overall conclusion in this section is that the "vulnerability of Communist leadership invites employer attacks" (p. 253) and unnecessarily weakens a union which has such leaders. In his conclusion to the dissertation as a whole, Ozanne further surmises that "Communist leadership" of a local union will generally have to be subordinating the interests of their union's members to the "necessity of following the twists of the Soviet foreign policy" (p. 99). For an assessment of Ozanne's interpretation of this period in UAW Local 248's history, be sure to see Steve Meyer's book, "Stalin Over Wisconsin": The Making and Unmaking of Militant Unionism, 1900-1950 (New Brunswick, N.J.: Rutgers University Press, 1992), p. 13-14.

Two strikes by UAW Local 248 against the Allis-Chalmers company are discussed by Ozanne in some detail. One strike was over the issue of union security, brought about by an organizing drive by the rival American Federation of Labor; this was a national news story as it occurred during World War II (from January 22 to April 7, 1941) resulting in national concern that the critically-needed generators and propulsion machinery for the war effort would be delayed. The other strike occurred from April 29, 1946 to March 23, 1947 and was set off when the company unilaterally withdrew when the maintenance of membership agreement which the local union had won from the War Labor Board in 1943; during this strike the company was able to use anti-communist hysteria to viciously smear the leadership of UAW Local 248 in the local press.

Notes: Two Wisconsin companies and the unions representing their workers are featured in this study: United Auto Workers Local 190 at the J.I. Case company in Racine, Wisconsin, and United Auto Workers Local 248 at the Allis-Chalmers company in West Allis, Wisconsin (a suburb of Milwaukee).


Notes: Almost thirty pieces—some poems and some unfinished songs—are in this collection by one of Wisconsin's labor troubadours; included is "A Pile of Big Blue," a poem about the tragic deaths of three Iron Workers Local 8 members (Jerome Starr, 52; Jeffrey Wischer, 40; and, William DeGrave, 39), who all died when a construction crane collapsed on July 14, 1999 while lifting a 450-ton roof piece during the construction of the new Milwaukee Brewers baseball stadium.


Notes: Explains how the Milwaukee School of Trades came to be created in 1906 through private support and how state law was changed to permit the school's transfer in 1907 to the local public school system. The range of programs offered at the school is also described, as well as how the students are instructed.


Notes: Reproduces from her autobiography, *Bread Upon the Waters*, the portions about her organizing experience in Milwaukee and Racine, Wisconsin, on behalf of the International Ladies Garment Workers Union.


Notes: Well-documented and illustrated with high-quality photographs throughout, this volume is packed with details about the operation of this important Milwaukee manufacturing company, including a great deal regarding the working conditions of its employees during the corporation's long history.

The book's foreword explains that, although the editorial director for this book was the manager of the Allis-Chalmers News Bureau, this work is based on original research by Albera Price Johnson, a Wauwatosa, Wisconsin high school teacher, whose "investigation culminated in five typed volumes entitled *Mill Stones to Atom Smashers*, detailing the origins and development of Allis Chalmers during the periods 1847-1870, 1870-1900, and 1941-1945." Walter F. Peterson "subsequently wrote a volume covering the period 1901-1941" and later "synthesized this material into a single narrative which appears as the first ten chapters of this book." C. Edward Weber prepared the eleventh section (identified as the "epilogue") to bring the corporation's history up to 1976, when the Milwaukee County Historical Society published the volume as part of the bicentennial celebration of the American Revolution.


62. Petran, Tabitha. "Leo Krzycki: Fifty Years a Servant of the People", *Slavic American*. 1947 Fall; ???


64. ---. "A Social History of the Home Front: Milwaukee Labor During World War II".

Notes: Ph.D. thesis, University of Wisconsin-Madison, 1983. 515 p. The role of workers and labor unions on the homefront in Milwaukee, Wisconsin during World War II is examined. While labor fully supported the war effort and tried to balance the needs of its movement with the needs of the nation, the author found that workers and their unions fought to maintain their ability to effectively represent their union members in the workplace and in their community and that the traditional techniques of the labor movement continued to be used throughout the duration of the war as a counterbalance to the power of the corporations. For a fuller abstract, see *Dissertation Abstracts International*, 1984, 45(1): 279-A.


Notes: You won't want to miss this fascinating look at how the Socialist working class in Milwaukee, Wisconsin, brought about changes in the public school system in Milwaukee during the Progressive era in the United States. In this award-winning article, by using "a social analysis of organized labor, socialism, and the Milwaukee schools during the Progressive era" (p. 3), the author argues against the generally-accepted academic interpretation that most early twentieth-century school reforms during the Progressive period were largely imposed upon the public schools through the mechanism of a new "professional" group of conservative and middle-class school officials.

Instead, Reese explores the relationship between the Milwaukee Federated Trades Council (founded in 1887 to represent the skilled trade unionists in the city) and Branch One of the Social Democratic Party of America (founded in Milwaukee in 1887 after the Socialists in Milwaukee had been forced out of Wisconsin's Populist Party due to their more leftist political orientation) and how the two groups worked together to effect changes in the local schools. Included in the first platform of Milwaukee's Social Democratic Party (SDP) was a demand for free textbooks for poor children and by 1909 the SDP had elected a member to the school board in Milwaukee.

The author also details how the Socialist workers allied themselves over time in a fruitful coalition with various Milwaukee voluntary associations and civic groups, mostly composed of middle-class women who had been inspired by the social activism of the Progressive era. Reese explains how such civic associations campaigned for school reforms as an over-all strategy to bring about improvements in the lives of those
living in poverty; examples of some of their programs include distribution of free clothes and food to school children, better sanitation in the schools, smaller class sizes, provision of school libraries, opening up the school buildings as community centers, direct election of school board members, and encouraging better environmental conditions about school buildings. Eventually, this willingness to partner with such middle-class groups to achieve such concrete improvements led to the Milwaukee Socialists being given the approbation of "Sewer Socialists" by Socialists in other parts of the country.

It is impossible to enumerate all of the interesting points of discussion in this article ranging from the effective political use of "indignation meetings" as a protest technique (p. 26); the news that Milwaukee had a Girl's Trade School (p. 32); and, that during the World War I period, even the local school children were pressured to sign "loyalty oaths" in their classes (p. 36).

"This paper received the Henry Barnard Prize of The History of Education Society (1978-79)."--p. 3.


Notes: Documents the life and scope of the Milwaukee Works Progress Administration (WPA) Handicraft Project, which at one time provided employment for a high of thirteen hundred fifty employees and ran for seven years beginning in the summer of 1935 and ending in February 1943. The project's local sponsor was the Milwaukee State Teachers College; a member of their faculty, Elsa Ulbricht, served as the director of the Handicraft Project. Well-illustrated with color and black-and-white photographs, all areas included in the project are covered, including: woodworking of both toys and furniture; doll making; design and production of theater costumes; bookbinding; textile printing; weaving; and, rug making.


Notes: Editorial cartoons originally published in the daily newspaper, The Milwaukee Journal, from 1967 to 1979 by the newspaper's staff cartoonist, including an April 29, 1974 cartoon about the 1974 Hortonville teachers' strike (see p. 154).


Notes: An overview volume of the brewing industry in the United States and Canada from its earliest days during the colonial period up to 1910, when the volume was originally published by the International Union of United Brewery Workmen of America and the history of the development of this union. The author has taken care to provide sufficient context to show how technical and economic developments within the industry in the United States affected strategies used by brewery owners and the unionization advocates among the employees of the industry.

Because no index was provided in this work, here are noted the pages where discussion about Milwaukee will be found: p. 50, 53, 73, 75, 126, 134, 141 (in table), 146-149, 163, 165, 172-173, 177, 179-182, 184, 186, and 265-266.


Notes: Here is a case study describing the exemplary service provided, since the beginning of the 1920s, by the Milwaukee Public Library to the labor portion of its constituency. By working with the area's central labor body, the library provided reading and informational services to labor union members and leaders; book exhibits, special circulating collections, and book lists were among the methods commonly utilized. Librarians from the Milwaukee Public Library regularly attended meetings of Milwaukee's central labor body, as well as local labor classes, and created special displays for one-time events, such as labor conferences. In addition to ensuring that the library purchased books of interest to labor, the Milwaukee Public Library collected "all labor periodicals, pamphlets and newspapers published in Wisconsin, as well as periodical publications of approximately 25 international unions" (p. 283). All these services were done through the library's Department of Group Service, which also oversaw service to other groups in the community, such as businesses and religious organizations.


Notes: Although some previous writers have maintained that during an eleven-month strike from April 29, 1946 to March 23, 1947 there was Communist influence among the leaderships of United Auto Workers Local 248 at the Allis-Chalmers Manufacturing Corporation in West Allis, Wisconsin (a suburb of Milwaukee), the author here reviews the record and concludes that "a careful study of the evidence indicates that the charges are unproven and that the company only used them to avoid negotiating a legitimate contractual agreement" (p. 17).


Notes: America: History and Life. 17A:5650


Notes: A revision of the author's thesis (Ph.D.)--University of Minnesota. An impressive work of original scholarship; Professor Trotter reports that an updated edition is due in the near future.

The proud organizational history of the Milwaukee Socialists begins with Eugene V. Debs speaking in Milwaukee on July 9, 1897 at the formation of Branch One of a new national political party called the Social Democracy of America, the new organization was to be the only national convention of the Social Democracy of America, the new organization was to be based on its investigation of this accident, the NTSB made various recommendations to other entities for how the Social-Democratic Party came to dominate the local political scene in Milwaukee, Wisconsin, during the period from primarily 1897 up through the Spring and Fall elections of 1910, when candidates of the party "gained complete control of the city and county, both in administrative and legislative capacities, and had elected a congressman in the person of their able guide, Victor L. Berger" (p. 72). Wachman details how the Milwaukee Socialists achieved their electoral successes by first securing the political support of the city's trade unionists and then broadening their political constituency to the small business community as well. The author ably brings to life the thrill of electoral politics on the Milwaukee scene during this period when the two mainstream parties, the Democrats and the Republicans, were forced in Milwaukee to combine their electoral efforts and field just one 'fusion' candidate per office for whom the members of both their parties would vote in the elections, in order to overcome the voting strength and organization of the local Social-Democratic Party. Based on its investigation of this accident, the NTSB made various recommendations to other entities for how the Social-Democratic Party came to dominate the local political scene in Milwaukee, Wisconsin, during the period from primarily 1897 up through the Spring and Fall elections of 1910, when candidates of the party "gained complete control of the city and county, both in administrative and legislative capacities, and had elected a congressman in the person of their able guide, Victor L. Berger" (p. 72). Wachman details how the Milwaukee Socialists achieved their electoral successes by first securing the political support of the city's trade unionists and then broadening their political constituency to the small business community as well. The author ably brings to life the thrill of electoral politics on the Milwaukee scene during this period when the two mainstream parties, the Democrats and the Republicans, were forced in Milwaukee to combine their electoral efforts and field just one 'fusion' candidate per office for whom the members of both their parties would vote in the elections, in order to overcome the voting strength and organization of the local Social-Democratic Party.
riven over a question of the major long-term strategy to be used by the organization to accomplish its goals. Within a few hours of losing a crucial convention vote, Eugene V. Debs and Victor Berger led many of the party delegates to another venue within the city and formed a new organization named the Social Democratic Party, which was to be dedicated to achieving its platform through political action at the ballot box, rather than through the creation of utopian social communities.

The Milwaukee Socialists, up through the January 30, 1904 issue of their official publication, The Social Democratic Herald, did not use a hyphen between the words 'Social' and 'Democratic' in the name of their party or in reference to their party. With its next issue on February 6, 1904, however, the publication's title was changed to The Social-Democratic Herald and the Milwaukee Socialists always thereafter referred to their organization as the Social-Democratic Party. Frederic Heath, who was the paper's editor when the change in usage occurred, told Wachman "that the hyphen was added to de-emphasize the word 'Social' (p. 51, note 81). Another edition: Wachman, Marvin. The History of the Social-Democratic Party of Milwaukee, 1897-1910. Urbana, Ill.: University of Illinois Press, 1945. 90 p. (Illinois Studies in the Social Sciences; v. 28, no. 1)

substantial ship files consisting of many thousands more of images.

**PLACE: Monroe, Wisconsin**


   Notes: A long look at the successful career of the nationally-known political cartoonist, Art Young, exploring his art through the many ties to his native Wisconsin. Born in 1866, Arthur Henry Young grew up in the small town of Monroe, Wisconsin, where his father owned and ran a general store and the give and take of local political debates inculcated an essential moderation in Art Young's outlook on life. By age seventeen, he had already started working for a newspaper in Chicago as a pictorial reporter and was soon contributing cartoons and other drawings to newspapers and magazines in New York and Chicago. After 1900 his political beliefs changed over from the Republicanism with which he had grown up to socialism and reform. Young formed friendships with many of the social reformers of the period, such as Eugene V. Debs, Helen Keller and Robert M. La Follette. In 1904 Young returned to Wisconsin during the last month of La Follette's gubernatorial campaign and, in exchange for only his travel expenses, contributed pro-La Follette cartoons for use by the campaign. Except for a rough period around World War I when his opposition to the participation of the United States in the war forced him to publish his own weekly publication as a way to get his work out, Young placed cartoons regularly throughout the rest of his long career in both important left-leaning magazines (*The Masses*, *The Metopolitan*, *The New Masses*, and *The Nation*), and the large mainstream outlets of the day (*Life*, *Saturday Evening Post*, *Collier's Weekly*). His magazine, *Good Morning*, carried the masthead motto of "to laugh that we may not weep" and appeared for only two years (1919-1920). Young continued turning out important cartoons until about 1934, when his health weakened; he died in New York city in 1943. He wrote two autobiographical works, *On My Way: Being the Book of Art Young in Text and Picture* (New York: Horace Liveright, 1928) and *Art Young: His Life and Times* (New York: Sheridan House, 1939).


   Notes: A revision of the author's thesis (Ph.D.)--University of California, Riverside. Art Young, who grew up in Monroe, Wisconsin, is one of the five cartoonists discussed.


   Notes: The second of two autobiographical works by the nationally-known cartoonist, who grew up in Monroe, Wisconsin.


   Notes: This is the first of two autobiographical works by the nationally-known political cartoonist, Art Young, who was described by Mike Konopacki in the *Encyclopedia of the American Left* (1998) as "the leading socialist cartoonist of the early twentieth century" (p. 919). Young, who grew up in Monroe, Wisconsin, filled this book with wonderful examples of his art, interspersed among his musings on life, or, as the artist says (p. vii), "a rambling record (not neglecting the criminal record) of one who has journeyed through the years observing political, artistic and other human affairs, while concerned with advanced theories for life's fulfillment as well as the immediate problems that confront all of us--on our way."

**PLACE: Neenah, Wisconsin**


   Notes: This novel about the plundering of the vast Wisconsin and Michigan forests is told through the story of the resourceful woman among the main characters of her books. Ferber, who graduated from high school in Fox River Valley, started her writing career as a reporter in Wisconsin (first for two years at the *Appleton Daily Crescent*, where she was their first female newspaper reporter, and then for three years at the *Milwaukee Journal*). Besides her short stories, novels and two autobiographies, Ferber is also known for having co-authored some successful Broadway plays with George S. Kaufman. Ferber was the first Jewish-American woman to receive the Pulitzer Prize for a novel, which she won in 1925 for *So Big*. The State Historical Society of Wisconsin holds the principal collection of Ferber's papers.


   Notes: A comparative treatment of the relative industrial fortunes of Oshkosh, Wisconsin, and the four cities known collectively as the Fox Cities (Neenah, Menasha, Appleton, and Kaukauna, Wisconsin) and how the differences in their geography, as well as economic developments in the nineteenth century in these cities, determined their industrial specializations and relative economic situations in the twentieth century, especially regarding the lumber, flour, and paper-making industries.

The Chicago and North Western repair shop operation in Fond du Lac was established in July 1851 by the Rock
River Valley Union Railroad, a predecessor of the Chicago and North Western. By 1866 this repair shop had
expanded into a major railway car building operation (known as the "Van Brunt works") where many
railroad car building and repair shops. Factors influencing the development of these shops included Fond du
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
Lac being the second largest city in Wisconsin in 1870 (after Milwaukee), the ample timber supply in
the Fond du Lac area (including North Fond du Lac, Wisconsin) developed into an important center for
three of Wisconsin's major railroad lines--the Chicago and North Western, the Milwaukee Road, and the
The Chicago and North Western repair shop operation in Fond du Lac was established in July 1851 by the Rock
River Valley Union Railroad, a predecessor of the Chicago and North Western. By 1866 this repair shop had
expanded into a major railway car building operation (known as the "Van Brunt works") where many

thousands of freight cars and passenger cars were built, including many for the Pullman Palace Car Company. Unfortunately, the Van Brunt works closed in July 1876, when the Chicago and North Western moved the car building shop to a new spot west of Chicago.

In the late 1890s both the Wisconsin Central and the Chicago and North Western shifted and expanded their repair shop operations somewhat north of Fond du Lac, thereby creating the city of North Fond du Lac, when the railroad workers moved to be close to their work. By the early 1900s both the Wisconsin Central and the Chicago and North Western also decided to use the Fond du Lac area as a division point (the location of a railroad division headquarters).

After World War II the railroad shops in North Fond du Lac had to make a lot of adjustments and the author carefully details those changes up to 1976 when this article was published: production of all-steel cars; less heavy car repair work; more light repair of cars, such as re-painting; more locomotive engine repair; repair of specialized vehicles, such as snow blowers for tracks; repair of brakes and wheels; cleaning of cars; making signs). But, to this day, both the Soo Line and the Chicago and North Western continue to operate repair shops in North Fond du Lac.

Stuart Rich says that "prior to 1919, there had been no record of any serious labor strike at North Fond du Lac" (p. 17). In early August 1919, however, the railroad shop workers were involved in a strike over wages, in conjunction with a national strike of railroad shop workers. The only other strike mentioned involving the North Fond du Lac shop workers occurred as part of an important national strike of railroad shop workers during the summer and early fall of 1922 over proposed pay cuts and the abolition of shop crafts rules, which had just been established during World War I under the federal administration of the railroads.

PLACe: Northern Wisconsin


Notes: A paper "originally presented at a conference on "The Finnish Experience in the Western Great Lakes Region: New Perspectives" held at the University of Minnesota, Duluth, in April of 1974" (editors' introduction, p. 1). Alanen dates "the first actual Finnish-sponsored cooperative" in the United States to 1903 "when thirteen farm families near Menasha, Wisconsin contributed a total of $170 to start a cooperative store" (p. 110) -- seventy years later this store was still going strong with annual sales of about $2 million. By 1907 several more "Finnish stores or buying clubs" had been established throughout the upper peninsula of Michigan, northern Wisconsin, and primarily northern Minnesota and by 1917 the number had grown to over a hundred Finnish consumer cooperatives throughout the northern area of the three states and the network had their own wholesale outlet, the Cooperative Central Exchange, headquartered in Superior, Wisconsin. Many of these cooperatives had been started during mining strikes in the region, while others grew from "buying circles" set up by Finnish farmers of the area. Between 1904 and 1907 the communities of Brantwood, Wisconsin and Clifford, Wisconsin became Wisconsin's first two locations to establish a Finnish-sponsored store or buying club; by 1917 nine were scattered across northern Wisconsin alone and by 1929 that number had grown to sixteen. This paper provides an overview of the history of the Finnish-sponsored cooperatives and the factors which influenced their development over time.


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers cleared a forest almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACe: Oconomowoc, Wisconsin


Notes: A curriculum guide demonstrating the interesting technique of using city and county directories to teach high school students about data gathering techniques used by historians. The activities are designed for students to learn how to analyze the information provided in their area's city or county directory to chart changes in the area's occupations, neighborhoods, etc. brought about during the period of rapid industrialization in the United States from the mid-1890s up to the mid-1920s. Although the teacher's guide and sample handouts use the city of Oconomowoc, Wisconsin for a representative lesson, the eleven individual 8-1/2 x 11" photographs included with the kit represent a variety of men's and women's occupations at locations
Farming the Cutover: A Social History of Northern Wisconsin, 1900-1940


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers cleared the forest to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Oconto County, Wisconsin

Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers cleared the forest to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Oconto Falls, Wisconsin

Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers cleared the forest to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Oconto County, Wisconsin

Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers cleared the forest to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Oshkosh, Wisconsin


Notes: In Oshkosh, Wisconsin, on May 16, 1898 the workers in the door, sash and blind factories, represented by the Amalgamated Woodworkers Union (AWU), went out on strike primarily for union recognition and against the "starvation wages" paid in the Oshkosh mills, wages much lower than the woodworker pay scale nationally. During an altercation at a plant gate on June 23, one striker was killed, clubbed in the head by a scab. Women played an important role in supporting the striking workers. Although Oshkosh strike benefits of $3 a week were suspended in mid-June due to AWU woodworkers in Chicago beginning a strike also, the Oshkosh strike was maintained until August when the Oshkosh woodworkers returned to work with hardly any gain, due to harassing lawsuits filed by the mill owners against the key leaders of the strike. The famed defense lawyer Clarence Darrow, himself the son of a woodworker and having assisted AWU previously, represented the Oshkosh union leaders in a dramatic trial which successfully turned the mill owners' claims on the part of the workers to combine to withhold their labor to that of the mill owners having conspired "against humanity and the natural wish for freedom and equality" (p. 31). For the complete text of Darrow's eloquent summation, see p. 35-92. Also, around the time of the trial's conclusion, state officials determined that two company practices of the mill owners were in violation of then current state law--a call for the abolition of those practices had been among the four original strike demands of the Oshkosh workers. Baxandall's concluding chapter, "Aftermath--From Powerlessness to Worker Ownership" (p. 93-107), discusses the changing circumstances of employees at the Paine Lumber Company (one of the key mills involved in the 1898 strike) up to the time at which this work was published (1976).

3. Crane, Virginia Glenn. The Oshkosh Woodworkers' Strike of 1898: A Wisconsin Community in Crisis. Oshkosh, Wis.]; [V. Crane]; 1998. 569 p. Notes: "The Oshkosh woodworkers' strike of 1898 was a dramatic clash of labor and capital. It threw the city into the greatest crisis of its history. This is the story of that strike and of that community a century ago as it tried to come to grips with forces beyond its control."--back cover.

At the end of the 1900s, the industry of Oshkosh was dominated by seven woodworking companies, which specialized in making doors, window sashes and window blinds. On May 16, 1898, the employees of these factories went out on strike primarily for recognition of their union, the Amalgamated Woodworkers Union (AWU), and against the "starvation wages" paid in the Oshkosh mills, wages much lower than the woodworker pay scale nationally. Four AWU locals were involved: Local 29 (the first woodworkers' local in Oshkosh); Local 49; Local 57 (formed by splitting the German-speaking woodworkers off from Local 29); and, Local 63 (which represented woodworkers on the west side of Oshkosh, including those at the Paine Lumber Company). The strike lasted for fourteen dramatic weeks and was capped with an equally dramatic legal battle in which the union's leading organizer, Thomas Kidd, was defended by famed defense lawyer, Clarence Darrow (himself the son of a woodworker). Women family members of the strikers played an important role in strike activities, especially in thwarting scabs and strikebreakers.

This book is distributed directly by the author; contact her either by telephone at 920/231-1810 or at the following address: Virginia Crane/1506 County Road I/Oshkosh, WI 54901.


5. Goc, Michael J. Land Rich Enough: An Illustrated History of Oshkosh and Winnebago County. Samuel, Susan E., author, "Partners in Progress" [Chapter Six, p.107-123]; Northridge, Calif.: Windsor Publications ; produced in cooperation with the Winnebago County Historical and Archaeological Society; 1988. 127 p. Notes: This well-illustrated and handsome volume covers the history of the city of Oshkosh and Winnebago County, Wisconsin, from their earliest settlements until the mid-1980s. The workers and industries of the area are described throughout the book and the seminal 1898 strike of the city's woodworkers is given fair attention here with a five-page account.


Notes: A comparative treatment of the relative industrial fortunes of Oshkosh, Wisconsin, and the four cities known collectively as the Fox Cities (Neenah, Menasha, Appleton, and Kaukauna, Wisconsin) and how the differences in their geography, as well as economic developments in the nineteenth century in these cities, determined their industrial specializations and relative economic situations in the twentieth century, especially regarding the lumber, flour, and paper-making industries.
Notes: A play "based on the work of Virginia Crane, Lee Baxandahl, and Inky Yungwirth"—cover; premiere performance on May 1-3, 1998 by the Oshkosh (Wisconsin) Community Players at the Grand Opera House in Oshkosh, Wisconsin; see WLHS Newsletter (Winter 1998-99) for excerpts of a review written by James I. Metz, Oshkosh historian and retired editorial page editor of the Oshkosh Northwestern; a copy of the play is available from the Winnefox Library System (see OCLC #42758729).

PLACE: Peshtigo River Valley

Notes: In 1925 Wisconsin union leaders, after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin.

The author provides an in-depth example of each of the two situations in which labor spies were used; the strike discussed is that against the Allen-A Hosiery company in Kenosha, Wisconsin from 1928 to 1930 by members of Branch 6 of the American Federation of Full Fashioned Hosiery Workers, United Textile Workers of America and, for the second situation, he uses the Western Paper Makers Association (a manufacturers' association led by David Clark Everest) and their activities to suppress unions among paper mill workers in central Wisconsin along the Fox, Wisconsin, Marinette, Eau Claire and Peshtigo Rivers. The article also examines the helpful role of congressional hearings held from 1936 to 1940 by the U.S. Senator from Wisconsin, Robert La Follette, Jr.

The State Historical Society of Wisconsin named this article as the winner of the annual William Best Hesseltine Award for the best article to be published in the Wisconsin Magazine of History during the year.


PLACE: Peshtigo, Wisconsin

Notes: The Knights of Labor had over 30,000 members in Wisconsin by the middle of the 1880s and this article looks at the activities and influences in the lumber industry of the Knights' assemblies in Marinette, Oconto and Peshtigo from 1885 to 1887. In Marinette, many of the members of the Knights' Assembly were also members of the Menominee River Laboring Men's Protective and Benevolent Union; this union led a strike in late 1885 which resulted in the introduction of the ten-hour day at the mills of the entire area for the 1886 sawing season (a reduction from eleven-and-a-half hours). Various other improvements brought about as a result of the Knights' assemblies in each of the three cities are also detailed, especially the political campaign efforts undertaken through a new party, the People's Party, which was closely linked to the key organizer in Wisconsin for the Knights of Labor, Robert Schilling from Milwaukee.

PLACE: Port Edwards, Wisconsin

1. Voelker, Keith Emery. "The History of the International Brotherhood of Pulp, Sulphite, and Paper Mill Workers From 1906 to 1929: A Case Study of Industrial Unionism Before the Great Depression". Ph.D. thesis, University of Wisconsin, 1969. 401 leaves. Voelker has provided an organizational history here of the International Brotherhood of Pulp, Sulphite, and Paper Mill Workers (I.B.P.S.P.M.W.) for the period from 1906 to 1929. At various times during this period, the I.B.P.S.P.M.W. had union locals in nine Wisconsin cities: Green Bay, Kaukauna, and Appleton (all on the Fox River); Oconto Falls (on the Oconto River); Marinette (on the Menominee River); Shawano (on the Wolf River); and, Rhinelander, Port Edwards, and Nekoosa (all on the Wisconsin River). Only brief mentions are made of these Wisconsin locals in the body of this dissertation (on p. 67-68, 125, 128, 173, 253-254, and 358), and a few are only mentioned in the bibliographical footnote provided for a document cited by the author (on p. 118, 122, 179, 183, 186, 232, 300-301, 306, 350, and 379).

PLACE: Portage County, Wisconsin

Notes: The news publication of Obreros Unidos, the migrant farm workers' union active in Waushara, Marquette and Portage counties of Wisconsin in the 1960s; edited by David Giffey; a full run of the paper has been deposited with the State Historical Society of Wisconsin, located in Madison, Wisconsin.

Notes: The Central Sands Region of Wisconsin covers parts of eleven counties in central Wisconsin and this study looks at how seventeenth townships in four of those counties (Adams, Juneau, Portage and Wood) were affected by what came to be known as the Wisconsin Dust Bowl, caused by the same combination of drought and soil erosion as the famous Dust Bowl in the Great Plains from approximately 1932 to 1940. Goc creates a vivid picture of the incredibly harsh conditions endured by farmers of the Central Sands Region during this period and what ecological steps were taken to turn the situation around.

1. Walsh, Margaret. "The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860". Notes: Ph.D. thesis, University of Wisconsin, 1969. 2 volumes (564 leaves). In an impressive work of original research, Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they represent are drawn from agriculture, lumbering, and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. The major primary sources used by the author included "the federal manuscript censuses for the state of Wisconsin, 1850 and 1860, schedule 5, products of industry, the Dun & Bradstreet handwritten commercial credit rating reports for Wisconsin, 1844-1865, and local newspapers ... supplemented by manuscript business papers, agricultural and trade journals, city directories, reports of boards of trade and chambers of commerce and official state and federal government publications" (p. 358). For a fuller abstract, see Dissertation Abstracts International, 1970, 31/01, p. 348-A.

2. --. The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860. Madison, Wis.: State Historical Society of Wisconsin; 1972. 263 p. Notes: A revision of the author's thesis (Ph.D.)--University of Wisconsin. Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they provide are drawn from...
agriculture, lumbering and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole.

This book won the D.C. Everest Prize in Wisconsin Economic History.

**PLACE:** Racine, Wisconsin


Notes: A profusely-illustrated history of the production and model details of all the types of machines manufactured from 1842 to 1955 by the J.I. Case Company, an important manufacturing firm of Racine, Wisconsin, with occasional details about the company's production employees and their terms of employment.


Notes: An institutional history of the J.I. Case Company, a Racine, Wisconsin manufacturing firm specializing in agricultural machinery; today the company is known as the Case Corporation, but it was founded in Racine by Jerome Increase Case in 1844 as the Case Threshing Machine Company. Part One of this work is a complete re-printing of *Machines of Plenty: Pioneering in American Agriculture* by Stewart H. Holbrook (New York: Macmillan, 1955), except for different illustrations and without the original work's bibliography and index; Holbrook's work is a narrative history of the Case company's founder and how the machinery developed and manufactured by the company throughout its history contributed to increased agricultural productivity and efficiency. Part Two of the work consists of a thirty-page update by Richard Charlton which brings the history of the company up to 1976; Charlton analyzes the adaptations made by the J.I. Case Company from the mid-1950s onwards to diversify into the construction equipment market, in order to remain competitive as the agricultural equipment market down-sized with the growth of large corporate farms during the 1950s and 1960s. The manufacturing employees of the company are rarely mentioned in either section of this work, but the title is included here because of the documentation it provides of the products and practices of this significant Wisconsin company.


Notes: A narrative history of the J.I. Case Company, a Racine, Wisconsin manufacturing firm specializing in agricultural machinery; today the company is known as the Case Corporation, but it was founded in Racine by Jerome Increase Case in 1844 as the Case Threshing Machine Company; Holbrook focuses on the Case company's founder and how the machinery developed and manufactured by the company throughout its history contributed to increased agricultural productivity and efficiency. The manufacturing employees of the company are rarely mentioned, but the title is included here because of the documentation it provides of the products and practices of this significant Wisconsin company.


Notes: From the introduction: "Racine Labor is a community labor weekly now celebrating its first half-century of publication. Fifty years ago, weeklies like *Racine Labor* were commonplace. Yet today *Racine Labor* stands as an isolated survivor. In Racine, labor has lost a throwback to an era that can never be recreated or a living inspiration for a new era of community labor journalism? Former *Racine Labor* editor Richard Olson explores the history that can help answer that question."—p.xvii.


(The Racial Policies of American Industry; report no. 26.)

Notes: Two Wisconsin companies and the unions representing their workers are featured in this study: United Auto Workers Local 180 at the J.I. Case company in Racine, Wisconsin, and United Auto Workers Local 248 at the Allis-Chalmers company in West Allis, Wisconsin (a suburb of Milwaukee).


Notes: See *Sociological Abstracts,* item 75H6026 for an abstract of this article.

**PLACE:** Rhinelander, Wisconsin
Voelker, Keith Emery. "The History of the International Brotherhood of Pulp, Sulphite, and Paper Mill Workers From 1906 to 1929: A Case Study of Industrial Unionism Before the Great Depression". Notes: Ph.D. thesis, University of Wisconsin, 1969. 401 leaves. Voelker has provided an organized history here of the International Brotherhood of Pulp, Sulphite, and Paper Mill Workers (I.B.P.S.P.M.W.) for the period from 1906 to 1929. At various times during this period, the I.B.P.S.P.M.W. had union locals in nine Wisconsin cities: Green Bay, Kaukauna, and Appleton (all on the Fox River); Oconto Falls (on the Oconto River); Marinette (on the Menominee River); Shawano (on the Wolf River); and, Rhinelander, Port Edwards, and Neenah (all on the Wisconsin River). Only brief mentions are made of these Wisconsin locals in the body of this dissertation (on p. 67-68, 125, 128, 173, 253-254, and 358), and a few are only mentioned in the bibliographical footnote provided for a document cited by the author (on p. 118, 122, 179, 183, 186, 232, 300-301, 306, 350, and 379).

PLACE: Rusk County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Sawyer County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.
By the end of February 1953, Local 833 had been able to get a first contract in place for the period covering

The Kohler labor conflict began soon after the passage in 1933 of the federal National Industrial Relations Act

Notes: The Kohler Company, the well-known maker of plumbing fixtures, and its company town of Kohler,

PLACE: Sheboygan, Wisconsin


Notes: Excerpted from an academic paper written in 1935 for the School for Workers at the University of


Notes: Ph.D. thesis, University of Wisconsin, 1969. 401 leaves. Voelker has provided an organizational history here of the International Brotherhood of Pulp, Sulphite, and Paper Mill Workers (I.B.P.S.P.M.W.) for the period from 1906 to 1929. At various times during this period, the I.B.P.S.P.M.W. had union locals in nine Wisconsin cities: Green Bay, Kaukauna, and Appleton (all on the Fox River); Oconto Falls (on the Oconto River); Marinette (on the Menominee River); Shawano (on the Wolf River); and, Rhinelander, Port Edwards, and Neokaooa (all on the Wisconsin River). Only brief mentions are made of these Wisconsin locals in the body of this dissertation (on p. 67-68, 125, 173, 253-254, and 358), and a few are only mentioned in the bibliographical footnote provided for a document cited by the author (on p. 118, 122, 179, 183, 186, 232, 300-301, 306, 350, and 379).

PLACE: Sheboygan County, Wisconsin


Notes: The Kohler Company, the well-known maker of plumbing fixtures, and its company town of Kohler, Wisconsin (located in Sheboygan County) were the focus of two long and bitter strikes from 1934 to 1941 and from 1954 to 1960. This history takes a carefully-documented look at the issues involved in prompting the strikes and why the dispute dragged on for such lengthy periods. Eventually, the labor conflict, perhaps the longest in U.S. history, was only resolved in 1965 when the Kohler company, after losing its appeal before the U.S. Supreme Court, agreed to a $3,000,000 back-pay settlement to the Kohler workers involved in the second strike, in return for their union dropping the unfair labor practice charges before the National Labor Relations Board which had been brought against the company.

The Kohler labor conflict began soon after the passage in 1933 of the federal National Industrial Relations Act (N.I.R.A.), which was designed to make it easier for employees to win union representation; the N.I.R.A. was part of the "New Deal" legislation passed during the first one hundred days of Franklin Delano Roosevelt's first administration. Although the paternalistic Kohler Company was determined to continue to maintain their workplace as an open shop, the Kohler employees soon organized and affiliated with the American Federation of Labor, receiving a charter in August 1933 as Federal Labor Union No. 18545 (F.L.U. No. 18545). The Kohler company responded by assisting in the start-up on September 7, 1933 of a company union, the Kohler Workers Association (K.W.A.), and using delaying tactics over several months of talks with F.L.U. No. 18545 to prevent the union from achieving a contract with the company. On July 16, 1934, after much fruitless bargaining, F.L.U. No. 18545 went on strike. After eleven days on strike, there was a violent confrontation on the night of July 27, 1934 between the strikers and the many "Kohler Special Police" deputies, who were armed with clubs and guns to defend the company. Forty-seven strikers were injured in the incident from either buckshot or bullets and two strikers were fatally shot; five women were among the injured. The strike carried on until 1941 when the Kohler company suddenly "settled" because the company wanted to participate in the government war contracts during the Second World War; the company knew that, if they wanted to put up the new facilities required to handle the expanded war work, they had to have labor peace at their workplace, since construction workers would not cross a union picket line to work on a construction project. Although the strike settlement included a provision to re-hire all of the striking employees, through the strategem of a secret proviso three of the strike leaders were kept from any further company employment; the settlement agreement also explicitly withheld recognition of any union to represent the Kohler workers and F.L.U. No. 18545 became inoperative.

Between the two strikes the company union, the Kohler Workers Association, continued as an organization and did win some improvements in the workplace for the employees, but Kohler company officials were deciding most matters for the K.W.A. By the early 1950s the leadership of the K.W.A. began looking to affiliate with an independent union organization. The K.W.A. membership voted in late April 1952 to affiliate with the United Auto Workers-Congress of Industrial Organization (U.A.W.-C.I.O.) and received their charter as U.A.W.-C.I.O. Kohler Workers Association Local 833 on May 5, 1952; the legitimacy of the local was confirmed with an election conducted by the National Labor Relations Board on June 10 and 11, 1952. Shortly thereafter, some members of the K.W.A. company union, who had opposed the U.A.W.-C.I.O. affiliation, formed a new company union, the Independent Union of Kohler Workers' Association (I.U.K.W.A.), and filed a legal challenge to Local 833 having been given the treasury funds of the now defunct K.W.A., the original company union. After the I.U.K.W.A. lost its case about the membership affiliation, formed a new company union, the Independent Union of Kohler Workers' Association (I.U.K.W.A.), and filed a legal challenge to Local 833 having been given the treasury funds of the now defunct K.W.A., the original company union. After the I.U.K.W.A. lost its case about the membership funds before the Wisconsin Supreme Court, the members of Local 833 voted on October 10, 1953 to modify its name to simply Kohler Local 833, U.A.W.-C.I.O., to reduce confusion with the I.U.K.W.A.

By the end of February 1954, Local 833 had been able to get a first contract in place for the period covering March 1, 1953 to March 1, 1954. Negotiations for the second contract began in early February 1954, but fell apart a few weeks later over the issue of extending the old contract during the contract talks. On April 5, 1954, after working for five weeks without a contract, Local 833 went out on strike. No further summary here can possibly capture the riveting drama of the lengthy strike which ensued--find and read this book for the entire compelling story!


PLACE: Sheboygan, Wisconsin
2. Addison, Douglass D. Sr. Great Northern Railway Ore Docks of Lake Superior Photo Archive. Hudson, Wis.: Iconografix; 2002. 126 p. Notes: Using primarily photographs and engineering drawings, this book documents the operation of the world's largest iron ore docks, which are located in Superior, Wisconsin. Over time the Great Northern Railway Company, headquartered in St. Paul, Minnesota, built altogether four docks in the Superior harbor for the transfer first of iron ore (up through 1969) and later of taconite (beginning in 1969) from railroad cars to ocean-going ships. Ore Dock One was built in 1892 of timber, Ore Dock Two in 1899-1900 of timber, Ore Dock Three in 1902-1903 of timber, and, Ore Dock Four in 1911 of concrete and steel; the improvements made over the years to all four docks are carefully detailed. The Superior ore docks were featured in the April 1925 issue of the Great Northern Semaphore and that article is reprinted here in its entirety as the "Introduction" to this book (p. 6-10).

A nearby, related attraction in Superior is the S.S. Meteor Maritime Museum, which preserves the last surviving example of the cigar-shaped "whaleback" ore boats built in the 1890s, one of the early style of ships to use Superior's iron ore docks. The S.S. Meteor was built in the Superior harbor and since 1972 has been permanently berthed there, with guided tours being offered by the museum from Memorial Day to Labor Day. On the tours one gets to see the operational sections of the ship (the pilot house, captain's and crew's quarters, galley, and engine room), in addition to thousands of Great Lakes shipping artifacts on display in the hold of the ship, as well as a history of ship building in the area; for information about the museum, see the museum's web site, available at www.visitsuperior.com/ssmeteor/index.html.
wholesale outlet, the Cooperative Central Exchange, headquartered in Superior, Wisconsin. Many of these cooperatives had been started during mining strikes in the region, while others grew from "buying circles" set up by Finnish farmers of the area. Between 1904 and 1907 the communities of Brantwood, Wisconsin and Clifford, Wisconsin became Wisconsin's first two locations to establish a Finnish-sponsored store or buying club; by 1917 nine were scattered across northern Wisconsin alone and by 1929 that number had grown to sixteen. This paper provides an overview of the history of the Finnish-sponsored cooperatives and the factors which influenced their development over time.


Notes: As the printed items from a shipping firm will be scattered in libraries and archives located around the country, theput this extremely useful union list identifying 3,042 "publications issued by 230 different shipping firms that operated on the Great Lakes" (p. 5) and which constitute about eighty percent of all the "substantive printed items that were ever issued by shipping companies operating on the Great Lakes" (p. ix) and in which of 160 public repositories a copy will be found. Paper items with little informational value or minor promotional items produced by the shipping firms were excluded.

Wisconsin ports located on Lake Superior are Superior, Bayfield, and Ashland. Wisconsin ports located on Lake Michigan are Green Bay, Gills Rock, Sturgeon Bay, Kewaunee, Manistowoc, and Milwaukee.

The entries are arranged by the name of each shipping firm and each printed item is fully described and the repository where the item can be found is given. Each entry also includes the name of the headquarters of the shipping firm.

Although an index to personal names, corporate names and geographic names is provided, some care should be taken in its use because there are a number of shipping firms with Wisconsin connections which cannot be located through the index under the name of the city in which they are headquartered and must be found by looking up their entry in the body of the bibliography--these include: Atwood, David (Madison, WI); Bayprint (Sturgeon Bay, WI); Chicago Roosevelt Steamship Company (Detroit, MI); Grand Trunk Milwaukee Car Ferry Company (Detroit, MI); Green Bay Transportation Company (Green Bay, WI); Hart Transportation Company (Sturgeon Bay, WI); Jermain & Brightman (Milwaukee, WI); Johnson Litho (Eau Claire, WI); Lake Michigan Transit Company (Milwaukee, WI); Michigan-Wisconsin Transportation Company (Ludington, MI); Peninsula & Northern Navigation Company (Milwaukee, WI); Quigley Printing (Green Bay, WI); Voight's Marine Service, Limited (Ellison Bay, WI); Wisconsin & Michigan Steamship Company (Milwaukee, WI).


Notes: A look at the history of Sheet Metal Workers' Union Local 42 of Superior, Wisconsin, from 1923 through 1978 and its relations with the Wisconsin State Federation of Labor during those years through use of the local's records deposited in the Superior Area Research Center (located in the Superior Public Library) and an interview with Leonard Rouse, Sr., an active member of the local from 1938 through 1978, who also served as the local's president and business agent from 1965 through 1978. It should be noted that in November 1963 the Sheet Metal Workers' International Association merged the territory of Local 42 (except for the community of Burnett, Washburn, and Sawyer) into the jurisdiction of Sheet Metal Workers' Union Local 32 in Duluth, Minnesota, and then, in February 1969, the expanded Local 32 was merged into Sheet Metal Workers' Union Local 166 in Eau Claire, Wisconsin. A copy of this paper is available in the Superior Area Research Center, Superior, Wisconsin.


Notes: An overview look at the pilots who are licensed by the U.S. Coast Guard to navigate ocean-going vessels in and out of the ports of the Great Lakes, with the Port of Duluth-Superior used as an example.


Notes: A paper "originally presented at a conference on "The Finnish Experience in the Western Great Lakes Region: New Perspectives" held at the University of Minnesota, Duluth, in April of 1974" (editors' introduction, p. 1). In 1917 the Cooperative Central Exchange (CCE), a grocery and dry goods wholesale firm, was established in Superior, Wisconsin, to supply nearly one hundred Finnish consumer cooperatives located in the upper peninsula of Michigan, in northern Wisconsin, and in primarily northern Minnesota. Many of these cooperatives had been started during mining strikes in the region; others grew from "buying circles" set up by Finnish farmers of the area. This paper explores an internal political struggle among the leaders of the successful CCE over "whether the cooperative movement, begun by immigrant Finns as a defense against gouging merchants, should remain open to all working class groups and pursue only economic change in America, or whether it should become an auxiliary of the Workers' (Communist) Party of America and thereby militantly political" (p. 186).

The crisis began at the end of July 1929 when the New York office of the Workers' Party tried to arrange for the CCE to give a loan for the work of their political party. Some CCE leaders, however, felt that such a loan would violate the cooperative movement's guiding Rochdale principles. The decision on the loan would be made by the delegates representing the consumer cooperatives at the CCE's next annual membership meeting (to be held over three days in April 1930) and the lobbying was intense right up until the vote was taken. Karni explains the background out of which the Finnish consumer cooperative movement grew and lays out how both sides of this internal disagreement attacked on the issues. Later in 1930 the name of the CCE was changed to the Central Cooperative Wholesale.


Notes: Superior, Wisconsin, with its harbor at the western-most end of Lake Superior, was developed by mainly outside corporate interests into a major transportation hub in the second half of the 1800s. Land speculation began in 1853 with the formation of the Superior Land Company, to enter the competition to be the eastern...
rail terminal for the transcontinental railroad, but which lost out to Chicago. In the following years, development was sporadic, depending upon the corporate needs of some of the major nineteenth century industrialists (including Jay Cooke, James J. Hill and John D. Rockefeller). McLeod describes the various steps in the rivalry between Superior, Wisconsin, and Duluth, Minnesota, as the "Twin Ports" area developed into the major terminus for the railroads crossing the northern plains and their link with ocean-going ships coming up through the Great Lakes from the Atlantic Ocean. The author includes the addition of the individual railroads as they come into the area, as well as how major industrial activities of the area, such as coal and iron ore docks, steel mills, grain elevators and shipbuilding, contributed to the overall workings of Superior as a transportation hub.


Notes: Photographs of the trains of the railroads operating in the Twin Ports of Superior, Wisconsin and Duluth, Minnesota during the 1950s; the six railroads included are the Soo Line; the Northern Pacific; the Great Northern; the Chicago & North Western; the Duluth, Missabe & Iron Range; and the Milwaukee Road.


Notes: Briefly describes the activities throughout Wisconsin of the Industrial Workers of the World (I.W.W.) for the period from about 1911 through 1919, as well as how they handled the harassment I.W.W. members faced in Wisconsin (including Milwaukee being among the thirty-three U.S. cities in which I.W.W. offices were raided by federal agents on September 5, 1918). Suppiece says in Wisconsin the I.W.W.'s strength was in lumber camps, shipping docks, and mining camps; some specific Wisconsin locations where the I.W.W. led strikes during this period are mentioned, including the 1911 and 1916 strikes on the docks of Superior, Wisconsin. From "War Hysteria and the Wobblies," in The Badger State: A Documentary History of Wisconsin, edited by Barbara and Justus Paul (Grand Rapids, Mich.: Eerdmans, 1979; e1978).

PLACE: Taylor County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eight Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the

PLACE: Two Rivers, Wisconsin


PLACE: Vilas County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers clear cut almost one hundred percent of that great forest of northern Wisconsin; this "cutover region" is made up of eighteen Wisconsin counties: Ashland, Bayfield, Burnett, Douglas, Florence, Forest, Iron, Langlade, Lincoln, Marinette, Oconto, Oneida, Price, Rusk, Sawyer, Taylor, Vilas, and Washburn. (The only portion of the original forest to be left intact was that held by the Native American tribe of the Menominee Nation, who at the time of the cutover refused to permit the commercial loggers to clear cut their reservation in Oconto and Shawano counties; in fact, today their Menominee Reservation makes up virtually the only old-growth forest remaining in the entire state of Wisconsin.)

With the assistance of governmental state boosterism, the lumber companies sold off the land after the last of the forest had been cut down to families for small farms. The chiefly cool-climate forest soils of the area and the mass of stumps left in place by the lumber companies combined, however, to make agriculture in the "cutover region" a very daunting endeavor. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the
environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Washburn County, Wisconsin


Notes: At the time of settlement by Euro-Americans, the northern-most third of Wisconsin was almost entirely covered by an old-growth forest of pine and hardwoods, which varied depending on the soil and moisture conditions in each local area. During the last quarter of the nineteenth century commercial loggers cleared most of the biomes to create open land for farming, and the "cutover region" is made up of the forest areas which were not cleared. In this outstanding example of a social history, Gough looks at how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.

Farming the Cutover received a "Book Award of Merit" in 1998 from the State Historical Society of Wisconsin.

PLACE: Waukesha, Wisconsin


PLACE: Wausau, Wisconsin


Notes: In the first half of this volume, economic development in Marathon County (in the Wisconsin River Valley) is covered from the earliest development of lumbering there in the 1830s and up through the transformation of the city of Wausau into a general business and industrial center well into the 1960s (with both the organization of management and the workers being analyzed). The second half of the book focuses on how the development and settlement of northern Wisconsin was influenced by a host of factors, including the environmental, commercial, governmental, political, professional and academic. It is refreshing to find a book which gives the settlers of this region the respect they deserve for what they accomplished and which is sensitive to how they struggled to overcome the challenging circumstances they faced.


PLACE: Waushara County, Wisconsin


Notes: The news publication of Obreros Unidos, the migrant farm workers' union active in Waushara, Marquette and Portage counties of Wisconsin in the 1960s; edited by David Giffey; a full run of the paper has been deposited with the State Historical Society of Wisconsin, located in Madison, Wisconsin.


Notes: This article looks at how Texas Mexican migrant farm workers from the area around Crystal City, Texas, who came every year to Wisconsin for seasonal agricultural work, were influenced by the "oppositional consciousness" traditions of the Wisconsin labor movement.


Notes: Accompanying booklet for a travelling photo exhibit about Obreros Unidos, a migrant farm worker union active during the 1960s in Wisconsin's Waushara, Marquette and Portage counties; booklet text in Spanish and English. Contact David Giffey (Arena, WI) or the Wisconsin Labor History Society (Milwaukee, WI) to arrange to show the exhibit.

PLACE: West Allis, Wisconsin


Notes: "This booklet highlights presentations made at six events which were held throughout the state as part of the
Workers in Wisconsin History Project during 1998--Wisconsin's Sesquicentennial Year. The contents ... include excerpts from speeches, writings or other presentations made at the events."--inside front cover.


Notes: See Chapter Ten, "Defeat at Allis-Chalmers" (p. 173-183), for discussion of the major forces at work during an eleven-month strike in 1946 by United Auto-Workers (UAW) Local 248, which represented the workers at the Allis-Chalmers Manufacturing Corporation (located in West Allis, Wisconsin, a suburb of Milwaukee, Wisconsin). This local union was one of the largest in Wisconsin, if not the largest at the time, and was also an important local union on the national scene within the UAW as a whole.

The strike began on April 30, 1946 and its main issue revolved around the procedures for handling grievances, with the officials of the company determined to significantly reduce the union's participation in the early stages of the grievance process and the union committed to defending their effective grievance procedures. The company strategized with other employers from the National Association of Manufacturers regarding bargaining demands and exerted a noticeable influence on which provisions went into the soon-to-be-passed national Taft-Hartley Act. The company also rehired the leadership of UAW Local 248 through a daily newspaper column appearing in the Milwaukee Sentinel (a Hearst paper) from September 23 through November 21, 1946 and signed with the pen name, "John Sentinel." The federal House Un-American Activities Committee even came to Milwaukee and held hearings into the strike.

The strike situation was greatly complicated for the union members because of the political battles among the union leadership due to Cold War conflicts between the left and right wings within the various levels of the UAW, as well as within the Milwaukee County State Industrial Union Council. When a group of scabs tried to establish a company union in December 1946, they were given support by the leadership of the Milwaukee area's antimunist wing of the UAW and were able to get the National Labor Relations Board to schedule a representation election to be held during the strike.

Another edition: Also available on the web at www.etilib.com, according to OCLC record #42856238.


Notes: The story of the workers and their union at the Allis-Chalmers-Manufacturing Corporation from 1900 to 1950 is explained here. The company, located in West Allis, Wisconsin (a suburb of Milwaukee), was one of the largest employers in Wisconsin and specialized in a wide variety of metal and electrical manufacturing (from small electric motors to large steam engines, from tractors to artillery shell casings); the union, United Auto Workers Local 248, played a significant role in the Milwaukee and Wisconsin labor movement as well as nationally within the UAW. The author analyzes the process by which the employees built up the strength of the union at the job through the principles of industrial unionism and how the forces of power were able to tear it apart with the red-baiting tactics of the McCarthy period.


5. Ozanne, Robert W. "The Effects of Communist Leadership on American Trade Unions".


This dissertation consists of two major divisions. Part I (p. 1-184) is an overview of the "Effects of Communist Leadership on American Trade Unions" nationally. In his first chapter Ozanne reviews what he characterizes as a well-established pattern throughout U.S. history of various reform groups attracting the American labor movement from the unions' primary mission of 'bread and butter unionism' which he defines as "a term used to designate the attempts to improve the living standards of the workers within the existing economic system as differentiated from movements which seek improvement by abolishing the wage system through development of producer cooperatives or state ownership as in socialism or communism or such other reforms" (p. 4); among such reform groups he includes the women's suffrage movement, the Knights of Labor, the Industrial Workers of the World, and the political movement of socialism. In his second chapter he provides in more depth "An Evaluation of Communist Leadership of American Trade Unions" during the period from 1934 to 1953 and argues that any union leaders found to adhere to the tenets of communism would have to be subordinating the interests of their union's members to the "necessity of following the twists of the Soviet foreign policy" (p. 99). In his third chapter, Ozanne analyzes the "Techniques of Communist Control in Unions" at both the local union level and the international union level and relies heavily on testimony at Congressional hearings held in 1952 by the U.S. House of Representatives' Committee on Un-American Activities, as well as similar hearings of the period held before various other Congressional committees.

Finally, in Part II (p. 185-324) Ozanne turns his attention to a Wisconsin local union and provides a "Study of Local 248 UAW-CIO 1937-1947: A Case Study of a Communist-Led Local Union". United Auto Workers Local 248, the union at the Allis-Chalmers-Manufacturing Corporation in West Allis, Wisconsin (a suburb of Milwaukee) was the largest local union in Wisconsin, important both for the leadership role it had within the Milwaukee labor movement as well as the impact it had nationally within the United Auto Workers international union. Ozanne spends the next five chapters describing UAW Local 248's collective bargaining, grievance handling, and local union administration. Throughout these chapters he characterizes the local's leadership as "Communist leadership" and spends considerable time giving his assessment of how these political sentiments of the local's leadership affected the essential activities of the local union and its
members, conceding that the leadership of UAW Local 248 remained faithful to trade union principles and often went against the wishes of the Communist Party. Ozanne's overall conclusion in this section is that the "vulnerability of Communist leadership invites employer attacks" (p. 253) and unnecessarily weakens a union which has such leaders. In his conclusion to the dissertation as a whole, Ozanne further surmises that "Communist leadership" of a local union will generally have to be eventually rejected by the union members they represent because "their political and propaganda activities are an affront to the patriotism of the American worker" (p. 321). For an assessment of Ozanne's interpretation of this period in UAW Local 248's history, be sure to see Steve Meyer's book, "Stalin Over Wisconsin": The Making and Unmaking of Militant Unionism, 1900-1950 (New Brunswick, N.J.: Rutgers University Press, 1992), p. 13-14.

Two strikes by UAW Local 248 against the Allis-Chalmers company are discussed by Ozanne in some detail. One strike was over the issue of union security, brought about by an organizing drive by the rival American Federation of Labor; this was a national news story as it occurred during World War II (from January 22 to April 7, 1941) resulting in national concern that the critically-needed generators and propulsion machinery for a number of naval vessels being built for the war effort would be delayed. The other strike occurred from April 29, 1946 to March 23, 1947 and was set off when the company unilaterally withdrew the maintenance of membership agreement which the local union had won from the War Labor Board in 1943; during this strike the company was able to use anti-communist hysteria to viciously smear the leadership of UAW Local 248 in the local press.


Notes: Two Wisconsin companies and the unions representing their workers are featured in this study: United Auto Workers Local 180 at the J.I. Case company in Racine, Wisconsin, and United Auto Workers Local 248 at the Allis-Chalmers company in West Allis, Wisconsin (a suburb of Milwaukee).


Notes: Well-documented and illustrated with high-quality photographs throughout, this volume is packed with details about the operation of this important Milwaukee manufacturing company, including a great deal regarding the working conditions of its employees during the corporation's long history.

The book's foreword explains that, although the editorial director for this book was the manager of the Allis-Chalmers News Bureau, this work is based on original research by Alberta Price Johnson, a Wauwatosa, Wisconsin high school teacher, whose "investigations culminated in five typed volumes entitled Mill Stones to Atom Smashers, detailing the origins and development of Allis Chalmers during the periods 1847-1870, 1870-1900, and 1941-1945." Walter F. Peterson "subsequently synthesize[d] volume covering the period 1901-1941 and later "synthesize[d] this material into a single narrative which appears as the first ten chapters of this book." C. Edward Weber prepared the eleventh section (identified as the "epilogue") to bring the corporation's history up to 1976, when the Milwaukee County Historical Society published the volume as part of the bicentennial celebration of the American Revolution.


Notes: Although some previous writers have maintained that during an eleven-month strike from April 29, 1946 to March 23, 1947 there was Communist influence among the leadership of United Auto Workers Local 248 at the Allis-Chalmers Manufacturing Corporation in West Allis, Wisconsin (a suburb of Milwaukee), the author here reviews the record and concludes that "a careful study of the evidence indicates that the charges are unproven and that the company only used them to avoid negotiating a legitimate contractual agreement" (p. 17).

PLACE: Whitewater, Wisconsin


Notes: Ten female union leaders of Wisconsin, including one African-American, are profiled; the women were most active from the 1940s through the 1970s. This volume also includes a list of the over thirty interviewees of the Women of Wisconsin Labor Oral History Project of the Wisconsin Labor History Society; all of the project's audio recordings and additional supporting materials from the interviewees are available to researchers through the Archives Division, State Historical Society of Wisconsin.


PLACE: Winnebago County, Wisconsin


Notes: This well-illustrated and handsome volume covers the history of the city of Oshkosh and Winnebago County, Wisconsin, from their earliest settlements until the mid-1980s. The workers and industries of the...
area are described throughout the book and the seminal 1898 strike of the city’s woodworkers is given fair attention here with a five-page account.

2. Walsh, Margaret. "The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860". Notes: Ph.D. thesis, University of Wisconsin, 1969. 2 volumes (564 leaves). In an impressive work of original research, Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they represent are drawn from agriculture, lumbering, and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. The major primary sources used by the author included "the federal manuscript censuses for the state of Wisconsin, 1850 and 1860, schedule 5, products of industry, the Dun & Bradstreet handwritten commercial credit rating reports for Wisconsin, 1844-1865, and local newspapers ... supplemented by manuscript business papers, agricultural and trade journals, city directories, reports of boards of trade and chambers of commerce and official state and federal government publications" (p. 538). For a fuller abstract, see Dissertation Abstracts International, 1970, 31/01, p. 348-A.

3. ---. The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860. Madison, Wis.: The Historical Society of Wisconsin, 1972. 263 p. Notes: A revision of the author's thesis (Ph.D.)--University of Wisconsin. Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they provide are drawn from agriculture, lumbering and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. This book won the D.C. Everest Prize in Wisconsin Economic History.

PLACE: Wisconsin River


PLACE: Wisconsin River Valley


Notes: In 1925 Wisconsin union leaders, after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operative activities of these different work types in Wisconsin.

The author provides an in-depth example of each of the two situations in which labor spies were used; the strike discussed is that against the Allen-A Hosiery company in Kenosha, Wisconsin from 1928 to 1930 by members of Branch 6 of the American Federation of Full Fashioned Hosiery Workers, United Textile Workers of America and, for the second situation, he uses the Western Paper Makers Association (a manufacturers' association led by David Clark Everest) and their activities to suppress unions among paper mill workers in central Wisconsin along the Fox, Wisconsin, Marinette, Eau Claire and Peshtigo Rivers. The article also examines the helpful role of congressional hearings held from 1936 to 1940 by the U.S. Senator from Wisconsin, Robert La Follette, Jr.

The State Historical Society of Wisconsin named this article as the winner of the annual William Best Hesseltine Award for the best article to be published in the Wisconsin Magazine of History during the year.


Notes: In the first half of this volume, economic development in Marathon County (in the Wisconsin River Valley) is covered from the earliest development of lumbering there in the 1830s and up through the transformation of the city of Wausau into a general business and industrial center well into the 1960s (with both the organization of management and the workers being analyzed). The second half of the book focuses on how culture and ethnicity affected the political landscape of the area from the 1890s up to the early 1970s.

PLACE: Wisconsin (Statewide)


Notes: “Describes a history of the working conditions and progress of women in the labor force in Wisconsin.”-- OCLC #13649701


Notes: This oral history collection consists of interviews done from 1988 through 1995 with thirty-seven women active in the labor movement in Wisconsin; the interviewees had been chosen to ensure a balanced representation of different union affiliations, of the various employment sectors that exist (such as public employment, service industries, manufacturing, etc.), and also of the different geographic regions around the state.

Location: Archives Division, State Historical Society of Wisconsin, Madison; consult the online catalog, ArCat (the Archives Computer Catalog), to find the exact control numbers for the various portions of this collection.


Notes: This article investigates the political circumstances in Wisconsin which finally led to passage of the state's first broad workmen's compensation legislation in 1911. The author identifies that the key to passage of the 1911 law was that the "bulk of the Wisconsin progressive Republicans were moderate progressives who... wanted honest, efficient government; they wanted to eliminate waste and rationalize social institutions; they wanted to preserve social stability; and they wanted to blunt the upsurge of Socialist political parties. Nor were they partisans of the working class, out to soak business and redistribute income to labor. Many of these Wisconsin progressives subscribed to Theodore Roosevelt's 'square deal' philosophy and did not forget that this implied a 'square deal' for capital as well as labor." (p. 123) Asher traces how the various elements of the 1911 workmen's compensation plan came together into the form which finally was enacted into law with the broad support of organizations representing the business community and yet was generally seen by the Wisconsin Federation of Labor as an improvement over the previous legal doctrines which had regulated situations in which a worker had been injured on the job.

The supporters of the legislation knew a key to achieving reform in this area would be to educate and persuade the key Wisconsin business leaders to win their backing. Various reports were therefore produced for the Wisconsin Legislature analyzing the difficulties for society attributable to the distressing situations arising from the current system of liability law involving injured workers, statistics of occupational injuries and deaths, as well as discussion of the financial aspects for businesses and workers of various configurations changes that could be made. Playing crucial roles in the effort were experts, such as Professor John R. Commons, a noted economist at the University of Wisconsin, and Justice Rouget Marshall of the Wisconsin Supreme Court, in addition to Wisconsin's governor and leaders in both houses of the state's Legislature.

This article begins with an interesting quotation by Charles R. McCarthy, the librarian at the Wisconsin Legislative Reference Bureau: “We cannot forever take things which Christianity has approved of since the time of Christ and put them in a bundle and write on the outside 'Socialistic, don't touch.' In all reforms which Christ would have advocated if he were on earth the only way to beat the Socialists is to beat them to it.” [Source: Charles R. McCarthy, 1910 speech, in the McCarthy Papers, Archives-Manuscripts Division, State Historical Society of Wisconsin]


Notes: An in-depth look at how Joseph McCarthy, U.S. Senator from Wisconsin from 1947-1957, affected the newspaper and television press and how he was affected by the press, both nationally and in Wisconsin. One substantial chapter is devoted to McCarthy's 1952 U.S. senatorial re-election campaign in Wisconsin, which was after he had become well-known because of his "communist infiltration" issue.


Notes: This history traces the development of the Wisconsin Education Association Council (WEAC), a union
complete corporate history of the railroad arranged by state and detailing each acquisition, merger, consolidation and sale which went into the making of the Milwaukee Road; a second appendix chronologically arranged shows the termini of each section of track acquired for the Milwaukee Road and gives a numerical key to identify the corresponding corporate transaction within the full corporate history found in the first appendix.


Notes: The situation and strategies of collective bargaining in the lumber industry in Wisconsin, Minnesota and Michigan is discussed for the period 1850 to 1940.


Notes: Discusses the lumberjack's life in Wisconsin, Minnesota and Michigan.


Notes: A guide, in non-technical language, to the requirements of the Wisconsin Labor Relations Act which took effect on April 15, 1937 and which in general followed the provisions of the 1935 National Labor Relations Act. In their preface, the authors state that they have "tried only to trace the history and background of the measure, to clarify the main provisions, and to point out their interrelation, in order to enable the reader to grasp the statute as a whole" (p. 5-6). The Wisconsin Labor Relations Act had the full support of then Wisconsin Governor Philip P. La Follette and this volume contains the full text of his radio address on June 1, 1937 in which he says (p. 76), "The Wisconsin Labor Relations Act is the greatest achievement in behalf of the rights of labor yet placed upon the [statute] books in this country. It fully guarantees and grants to labor recognition of its right to equality in bargaining with employers." In the very next Wisconsin legislature, however, a combination of the state's employers' rights organizations and farmers' organizations undid the progressive features of the Wisconsin Labor Relations Act through passage of the Wisconsin Employment Peace Act, which placed quite severe restrictions on the operations of unions in Wisconsin; the Wisconsin Employment Peace Act was one of the models for the restrictive federal Taft-Hartley Act of 1947, which amended in the same manner the federal National Labor Relations Act of 1935.


Notes: Source: Hispanics in Wisconsin: A Bibliography, p. 257.


Notes: WI docs. no.: Go Migr:1:1977. A report prepared by Ness Flores and Daniel Hannigan and submitted to the governor by the Governor's Committee on Migratory Labor.


Notes: A detailed guide to the local assemblies of this important nineteenth-century labor organization; coverage includes each state in the United States, each Canadian province and five other countries as a whole. In thirty-eight of Wisconsin's seventy-two counties, the Knights had at least one assembly and some of the counties had multiple assemblies; see p. 542-549 for details about the Knights' assemblies in Wisconsin. The following information is reported for each Local Assembly: the Local Assembly's identification number; the community where located; the dates of activity; the occupation, race, sex and ethnicity of the members; and the population size in 1880 and 1890 of the community where located.


Notes: ???


Notes: A review of the Industrial Commission Act, a piece of Wisconsin legislation passed in 1911 upon the urging of John R. Commons, the influential University of Wisconsin professor; the new act repealed the former multiplicity of individual legislative statutes on safety and sanitary requirements for industry and instead, for the first time in the United States, adopted the European model of handling industrial safety. The key provisions of the 1911 act were that employers were required to provide safe places of employment and also work which could be performed safely; an Industrial Commission was established in Wisconsin; the Industrial Commission had the authority, upon consultation with experts, employers and workers, to issue administrative rules regarding industrial safety and sanitation; and that the Industrial Commission had the power to enforce its regulations. By the time of publication of this work (1953), thirty-five other states had also changed to an industrial safety process similar to this Wisconsin model.


Notes: A revision of the author's thesis (Ph.D.)--University of Wisconsin, 1952. Wisconsin led the way for the nation in a wave of labor legislation improvements from around 1905 up to the start of World War I pioneering with new ideas and legislation; then, from the 1930s on, Wisconsin was often the first state to make a success of new national labor legislation. The author looks at how labor legislation developed in Wisconsin from the 1860s up to the time of this book's publication (1958) and discusses Wisconsin's role in both protective labor legislation and labor relations legislation; subjects covered include industrial safety, workmen's compensation, child labor, hours of labor, wage legislation, employment offices, unemployment
compensation, apprenticeship, labor relations and fair employment.


Notes: Almost 450 manuscript collections are described and indexed in this guide which tries to list "all unpublished materials pertaining to labor history which were in the custody of the State Historical Society of Wisconsin on June 30, 1977, regardless of quantity, arrangement, or restrictions" (p.12). Many, although not all, of the manuscript collections are Wisconsin-related. The guide is divided into sections by: 1) labor union papers; 2) personal papers (including brief descriptions of oral history interviews); 3) additional collections related to labor (for example, papers of corporations); and, 4) public records related to labor in the State of Wisconsin Archives.


Notes: The genesis of the Wisconsin State Federation of Labor, the enduring statewide political voice of Wisconsin working men and women, is described; the three-day convention in Milwaukee, Wisconsin met for three days in June 1893. Attending were thirty-five delegates from unions in Wisconsin representing brewery workers, carpenters, cigar makers, coal heavers, cooperers, electrical workers, furniture workers, horseshoers, iron molders, plasterers, tanners, trunk makers, typographers, and machine woodworkers; six Wisconsin central labor councils were represented with delegates (Ashland, Madison, Marquette, Milwaukee, Oshkosh and West Superior).


Notes: An interesting article in which Holter makes use of the almost 700 labor dispute case files created by the Wisconsin Labor Relations Board (WLBR) during its short life span from 1937 to 1939 to illuminate the tension between what labor can gain through organizational strength and through the legislative process. The WLBR had been created by the Wisconsin Labor Relations Act of 1937, which was known as the "Little Wagner Act," because it mirrored much of the federal Wagner Act, the National Labor Relations Act of 1935 (which created the National Labor Relations Board). Because the WLBR used a standardized form to record information about each labor dispute in which it was involved, and because the State Historical Society of Wisconsin has preserved almost all of these WLBR labor dispute files, Holter was able to undertake a useful statistical analysis of the work of the WLBR during its two years of existence.

Since the state's business community perceived the federal Wagner Act and Wisconsin's "Little Wagner Act" as being pro-labor and anti-business, a business-led campaign quickly followed in the next Wisconsin legislative session to modify the state law to significantly increase its pro-business provisions. In 1939 the Wisconsin legislature passed the Wisconsin Employment Peace Act, which placed restrictive conditions on the operations of unions in Wisconsin and created a new entity, the Wisconsin Employment Relations Board, to replace the Wisconsin Labor Relations Board. Later the Wisconsin Employment Peace Act of 1939 was to be used as one of the models for the federal Taft-Hartley Act of 1947, which amended in a similar, restrictive manner the federal National Labor Relations Act of 1935.


Notes: In 1923 Wisconsin union leaders, after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin.

The author provides an in-depth example of each of the two situations in which labor spies were used; the strike in Wisconsin in 1925 after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin.

The author provides an in-depth example of each of the two situations in which labor spies were used; the strike in Wisconsin in 1925 after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin.

The author provides an in-depth example of each of the two situations in which labor spies were used; the strike in Wisconsin in 1925 after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin.

The author provides an in-depth example of each of the two situations in which labor spies were used; the strike in Wisconsin in 1925 after twenty years of effort, were able to get significant restrictions placed in state law on the union-harassing activities of employers, especially regarding labor spies; other states later followed Wisconsin's lead and enacted similar legislation. Besides exploring the legislative and organizational tactics used from 1890 to 1940 by the Wisconsin labor movement to combat labor spying, this fascinating article discusses how labor spies actually operated, how detective agencies began offering this specialized service, and how the 1925 law affected the operation of detective agencies doing this type of work in Wisconsin.

The state's business community perceived the federal Wagner Act and Wisconsin's "Little Wagner Act" as being pro-labor and anti-business, a business-led campaign quickly followed in the next Wisconsin legislative session to modify the state law to significantly increase its pro-business provisions. In 1939 the Wisconsin legislature passed the Wisconsin Employment Peace Act, which placed restrictive conditions on the operations of unions in Wisconsin and created a new entity, the Wisconsin Employment Relations Board, to replace the Wisconsin Labor Relations Board. Later the Wisconsin Employment Peace Act of 1939 was to be used as one of the models for the federal Taft-Hartley Act of 1947, which amended in a similar, restrictive manner the federal National Labor Relations Act of 1935.


Notes: Here is the book with which to begin to learn about Wisconsin labor history; this generously-illustrated anthology of writings about workers' experiences and struggles captures the incredible breadth of Wisconsin's labor history.

"The Labor Factor in Wisconsin History: Wisconsin accounts for about two percent of the nation's total population. Yet its contribution to the history of working people and social reform extends far beyond these numbers. In the early years of the twentieth century, Wisconsin became a veritable laboratory for social and political reform, producing landmark legislation such as workers' compensation, unemployment insurance, and other laws that became models for many states. The study of the history of labor also began in Wisconsin when University of Wisconsin economics professor John R. Commons started to document the history of work and labor in America. For the first time, historical material on Wisconsin labor, drawn from a wide variety of sources, has been compiled in a single volume. With more than a hundred photos, complete footnotes, and a detailed index, readers can identify the large cast of characters that have left their mark on Wisconsin's labor history."—back cover, paperbound ed.


44. Huber, Peter John. "Migratory Agricultural Workers in Wisconsin".

Notes: Master's thesis, University of Wisconsin, 1967. 135 leaves. Concentrating on the period from World War II to the early-1960s, the author takes a close look at the 20,000 or so out-of-state migrant farmworkers who each year help plant and harvest crops in Wisconsin. Besides detailing the contributions to the agricultural economy of Wisconsin by the migrant farmworkers, Huber carefully describes the very difficult working and living conditions faced by the migrant farmworkers. He also makes extensive use of two local papers, the Door County Advocate and the Waushara Argus, to look at the relations through the years between the migrant farmworkers and the Wisconsin communities within which they came to work.


Notes: "Organizing leaflet"—Miles' Something in Common: an IWW Bibliography (1986), p. 445, Item 4307; identified as held in the collection of MiDW-A (Archives of Labor and Urban Affairs, Walter P. Reuther Library, Wayne State University, Detroit, Mich.)

47. ---. "To the Lumber Workers of Michigan, Wisconsin and Minnesota". Chicago, Ill.: Lumber Workers Industrial Union #120, I.W.W.; n.d. (1925?). 4 p.

Notes: "Organizing leaflet for Great Lakes area lumberworkers that compares their wretched camps to the good ones in the Pacific Northwest, which were attained by the IWW by the 1917 lumber strikes"—p. 468, Miles' Something in Common: an IWW Bibliography (1986), Item 4596; identified as held in the collection of MiDW-A (Archives of Labor and Urban Affairs, Walter P. Reuther Library, Wayne State University, Detroit, Mich.)


Notes: "A detailed report describing unionization efforts in agriculture throughout the entire United States from about 1910 to 1940; for details on the situation in Wisconsin, see Chapter 21, "Farm-Labor Unionism in the Great Lakes Region" (p. 373-395). The author reports on "the combinations of circumstances that gave rise to organized labor-employer conflicts in agriculture; the types of farms and the changes in farm structure and labor relations that tended to generate such conflict; the issues over which the labor disputes on farms occurred, and the tactics of group pressure and combat employed by the contending parties; the reactions of nominally neutral or disinterested groups in rural communities to farm labor unions and strikes, and the degree to which their reactions were influenced or governed by economic interest, social status, cultural tradition, or politico-legal considerations" (p. 1). The organizing efforts by the American Federation of Labor, the Industrial Workers of the World, and the Congress of Industrial Organization are all examined.


Notes: The first collected volume of the work of two great Wisconsin editorial cartoonists, Gary Huck from Racine and Mike Konopacki from Madison; in his introduction to the volume, Roger Bybee, editor of the Racine Labor newspaper, isn't exaggerating when he says that Huck and Konopacki provide "some of the most creatively effective efforts yet to scour the Teflon off of Ronald Reagan and the system of greed he symbolizes so well...[using] their unique wit, artistic skill and political understanding to burn through the layers of illusion and rhetoric that shield Reagan and Reaganism."—p. 5. The title, Byg! American is a tribute to the classic collection of labor cartoons by Fred Wright, So Long, Partner! (New York: United Electrical, Radio and Machine Workers of America (UE), 1975).


Notes: Here is the third volume of the cartoons of two great Wisconsin editorial cartoonists, Gary Huck from Racine and Mike Konopacki from Madison. In her "Forward" to this collection, Kathy Willkes, Communications Director for the International Longshoremen's & Warehousemen's Union is very accurate in saying: "They could be 'commercial'; they could play it safe; they could compromise. They aren't; they don't; they won't. Instead of pandering to the establishment press and its advertisers, Gary Huck and Mike Konopacki have carved out their own unique niche with razor-sharp insight (some would say 'incite') and a finely honed commitment to union principles, human rights and political activism."—p. 5.

Notes: The second collection of the cartoons of two great Wisconsin editorial cartoonists, Gary Huck from Racine and Mike Konopacki from Madison—this collection is just as great as the first volume! Michael Funk, assistant editor for the publication, U.A.W. Solidarity, isn't stretching the truth in declaring, "These guys are LABOR's Best Cartoonists. No contest. Their cartoons speak directly to working people: pointedly addressing their needs and desires while exponing--with wit, whimsy and irony--the empty rhetoric, shameful greed, and cunning lies of the politicians and bosses who serve the interests of the rich."--p. 5.


Notes: Here's the fifth collection of the cartoons of two great Wisconsin editorial cartoonists, Gary Huck from Racine and Mike Konopacki from Madison. In his foreword, Pete Mueller (cartoonist for The New Yorker, The Progressive, etc.) has this advice for readers of this volume: "So, as you read through this little book of cartoons, keep in mind that every one of them has appeared in print and that thousands upon thousands of folks have run across them in the alternative press and labor periodicals everywhere over the past two decades. Keep in mind that these two guys decided long ago to put their considerable talents to use toward the quixotic pursuit of YOUR happiness. And keep in mind that the prescient team of Huck and Konopacki will continue their little crusade to be right about what's wrong for the next twenty years, too—unless of course, justice somehow prevails and power is thrust upon the powerless, and these two losers find something useful to do."--p. 7.


Notes: Here's the fourth collection of the cartoons of two great Wisconsin editorial cartoonists, Gary Huck from Racine and Mike Konopacki from Madison--this collection is published by the well-known UE union, because "UE and other unions fought [their] way through the Reagan, Bush and Clinton years with the cartoons of Gary Huck and Mike Konopacki helping to make those struggles a bit more possible and certainly more understandable."--p. 7.

54. Kossoris, Max D. and Fried, O. A. "Experience with Silicosis Under the Wisconsin Workmen's Compensation Act". Monthly Labor Review. 1937 May; 1089-1101???


Notes: The widest scope of forest history is covered in this bibliography, including many works providing information about the people who did the work involved. The bibliography is arranged into three broad sections (published materials; theses; unpublished records) with each section's unnumbered entries arranged only by author (or title, where no author is given); although this volume does not contain an index, very brief annotations are provided for many of the entries.


Notes: Based on oral histories conducted between 1992 and 1994 with seven Wisconsin minority women (three Ojibwe and four African-Americans) about their experiences on the homefront during World War II, this article describes how Native-American and African-American women in Wisconsin met the challenges they faced in trying to support their families during the war. While jobs for minority women before the war had generally been restricted to the domestic service sector, during the Second World War some better-paying opportunities did open up for them and Loew carefully discusses those changes. Some factory jobs even became available to minority women in larger cities and Nellie Wilson of Milwaukee, who worked in the A.O. Smith Corporation's steel factory as a precision inspector during the war, is one of the women featured in this article. Even during the war, however, minority women in rural areas faced an incredibly narrow range of job opportunities; on the Native-American reservations, for instance, often the only work available for both Native-American and non-native women was the seasonal harvesting of crops, such as cranberries, blueberries, and wild rice.


Notes: This wonderfully accessible guide was prepared in anticipation of the celebration of the sesquicentennial of the statehood of Wisconsin and is designed to assist fourth-grade teachers in creating classroom exhibits about state history through the use of local history resources readily available in the teacher's own area of the state. The first third or so of the book takes the teacher step-by-step through the manageable process of creating a good exhibit, while the rest of the book uses five major exhibit themes to help structure the history gathering activities of the students. The exhibit themes, based on major aspects of daily living, are: 1) "Seasons--Wisconsin's seasonal environment and people's adaptations to it"; 2) "Changes in Work--technology, jobs, and work environments"; 3) "Changes in Foodways--the food that people ate, its growth, preservation, and preparation, recipes, family traditions"; 4) "Childhood--including, but not limited to, clothing, toys, recreation, and education"; 5) "The Built Environment--buildings and monuments, roads, neighborhoods, main streets, and town planning".

Aftar it has been decided which of the exhibit themes will be explored by a class, the curriculum guide also breaks each exhibit theme down into three separate exhibit topics from which a class can select. To guide the students' exploration of their exhibit topic, each of the fifteen exhibit topics is provided with a chapter which includes a statement of the thesis of an exhibit on that topic, exploratory questions on that topic for the
teachers and students to explore together, a list of historical items the student can find related to that topic and where to look for those items, and possible interview questions for oral history related to the topic. To obtain a copy of this guide, contact the Office of School Services at the State Historical Society of Wisconsin in Madison.


Notes: Merk explains how "in Wisconsin the changes wrought by the Civil War, and the readjustments that followed, gave rise to a distinct class-conscious movement of industrial labor, the first in the history of the State" (p. 169). The combination of the tight labor market created by the large number of men in military uniform and the rapidly rising prices of the war economy prompted the formation of labor unions as workers struggled to mitigate the difficult financial situation in which they found themselves at this time. This thorough overview of Wisconsin labor during the decade of the Civil War is well worth the effort to locate a copy!


Notes: Explains how Wisconsin in 1932 became the first state in the union to pass an unemployment insurance act. Unemployment and accident insurance was well-known in Great Britain and other parts of Europe by beginning of the 1900s and Wisconsin labor leaders began introducing similar legislative bills as early as 1905, eventually winning in 1911 the creation of a state Industrial Commission to enforce the state's labor laws. John R. Commons, the influential University of Wisconsin professor, was appointed to a term on the new commission and he soon became very involved in trying to find a workable, long-term solution to unemployment and workplace accidents. Commons' coalition of progressive academic colleagues both in Wisconsin and nationally gave speeches, did research, issued reports and put on conferences to build momentum. As early as 1919 leaders of the Wisconsin labor movement began working closely with the university reformers to accomplish their joint legislative goals. This article goes into considerable detail about the coalition of interest groups which formed around this issue and the legislative techniques they used to finally win the campaign in 1932.


Notes: "Editors' Note: By courtesy of Robert C. Nesbit, and of William F. Thompson, general editor of the six-volume series, we are pleased to present this excerpt from Nesbit's recently published book, The History of Wisconsin, Volume III: Urbanization and Industrialization, 1873-1892. This article represents most of Chapter 5 of the 712-page volume, ..."


Notes: Use this book to get a thumbnail sketch of the occupational and industrial pattern of over five hundred Wisconsin communities; the nineteen driving routes provided in this book criss-cross the entire state and tell us how each Wisconsin community along the way came into being and the important industries associated with it. The book is profusely illustrated with maps and photographs of the communities and the work and life of the people of the area, including over two hundred photographs alone from the iconographic collection of the State Historical Society of Wisconsin.


Notes: This essay sets the national context of McCarthyism within which the struggles were played out of United Auto Workers Local 248 (located in West Allis, Wisconsin, a suburb of Milwaukee).


Notes: A revision of his thesis (Ph.D.)--Brandeis University, 1971. A close look at Joseph McCarthy (1908-1957), the controversial U.S. Senator from Wisconsin from 1947 to 1957, and how his policies impacted on the
U.S. labor movement, including the specific situation in Wisconsin.


Notes: A general history of the development of the labor union movement in Wisconsin from the 1840s almost up to 1980; special note is made of a seventy-page section devoted to the unions of Wisconsin's paper-making industry and also a section on "Blacks and the Labor Movement" (p. 161-165).


Notes: Many of the items described in this well-indexed and extensive bibliography will be of interest to those looking for labor history—especially see under "Commerce and industry"; "Labor and labor laws"; "Labor strikes"; and "Manufacturing". Books, articles, dissertations and theses are included, but the following are omitted: works of fiction; books written for a juvenile audience; most government documents; most newspaper stories; genealogical works; most personal reminiscences and memoirs; audiovisual materials, databases and internet sites.


77. Penn, Larry and Holter, Darryl. Stickin' With the Union: Songs From Wisconsin Labor History [audio recording]. Silver Spring, Md.: Produced for Collector Records by Cookie Man Music Co.; 1989 1 sound cassette (37 min.): analog, 1-7/8 ips ; 3-7/8 x 2 1/2 in. + 1 booklet ([32] p.). Collector Records; (1948-C).

Notes: A fine collection of labor songs performed by Larry Penn, one of Wisconsin's labor troubadors, and Darryl Holter, former president of the Wisconsin Labor History Society. The substantial and well-illustrated accompanying booklet explains the historical connection of each song, many of which are about a specific Wisconsin event or a labor issue which affected workers and labor unions in Wisconsin. Copies are still available from: Cookie Man Music Co., 3955 South First Place, Milwaukee, WI 53207; telephone: 414/483-7306; URL: http://www.execpc.com/~cookeman/.

CONTENTS: Side A. "Fifty Years Ago" (Joe Glazer)--"Babies in the Mill" (Dorsey Dixon)--"Ghosts of Bay View" (Larry Penn)--"Saturday Night" (Darryl Holter)--"Frozen in Time" (Larry Penn)--"So Long Partner" (Larry Penn)--"Willie the Scab" (Larry Penn)--"Which Side Are You On?" (Florence Reece; additional lyrics by Darryl Holter). Side B. "Cowboy Days" (Larry Penn & Traditional)--"The Wreck of the Carl D. Bradley" (Larry Penn)--"Love and the Shorter Work Week" (Darryl Holter)--"Putting the Blame" (Tom Juravich)--"So Long It's Been Good to Know Ya" (Woody Guthrie; additional lyrics by Darryl Holter)="Union Maid" (Woody Guthrie).

"Fifty Years Ago" is about the founding of the American Federation of State, County and Municipal Employees (AFSCME) in Madison, Wisconsin.

"Babies in the Mill" was written in 1950 and is about child labor in textile mills and was included here because of the significant growth of child labor in modern economy.

"The Ghosts of Bay View" is about the 1886 Bay View Massacre when the Wisconsin National Guard fired into a group of workers marching in a parade in support of the Eight-Hour Day in Bay View, a neighborhood of Milwaukee, Wisconsin; at least seven were killed (six men and one boy) still to this day Wisconsin's bloodiest labor dispute.

"Saturday Night" is about a 1902 strike of workers at papermills up and down the Fox River Valley in Wisconsin to win Saturday nights off.

"Frozen in Time" is about the 1913 Italian Hall Tragedy in Calumet, Michigan when 72 people—mostly children—died in a stampede when someone created a panic by yelling "fire" in a second-floor room where a Christmas party for the children of striking copper miners was being held. The Calumet strike was lost, but, when those who were involved moved on, the memory of the tragedy of Italian Hall inspired them to carry on the union struggle in their new communities.

"So Long Partner" was written in honor of Fred Wright, the great labor cartoonist who worked for the United Electrical Workers International Union (UE); Wright's 1975 book of the same title is a classic collection of labor cartoons. This wonderful song effectively captures the bosses' ploy to wring all possible concessions from their employees and then dump the employees when it suits the bosses' greed.

"Willie the Scab" is about the scabs during 1987-89 strike by members of the United Food & Commercial Workers Union, Local P-40 at the Patrick Cudahy meatpacking plant in Cudahy, Wisconsin.

"Which Side Are You On?" was originally written for a strike of mine workers and became a classic song of the U.S. labor movement; additional lyrics here adapted it to the long and bitter union struggles at the Kohler Company in Kohler, Wisconsin in the 1930s and 1950s.

"Cowboy Days" is about the life of a truck driver working as an over-the-road mover.

"The Wreck of the Carl D. Bradley" is about the November 1952 shipwreck on Lake Michigan of one of the largest boats operating at that time on the Great Lakes.

"Love and the Shorter Work Week" is a wonderfully fun song effectively capturing how the workers of today's "new economy" struggle with work schedules and jobs designed without taking human elements into consideration.

"Putting the Blame" explains how manufacturing workers were unfairly blamed during the Reagan recession of the 1980s for the ugly shutdowns of their factories; the song ends by identifying the real culprit of the plant closures.

"So Long, It's Been Good to Know Ya (Rustbowl Version)" was adapted from Woody Guthrie's classic song
about people during the Dust Bowl of the 1930s; the re-written verses by Darryl Holter eloquently tell the story of the abandoned manufacturing communities of the "rustbowl" states like Wisconsin. "Union Maid" is another rousing classic labor song by Woody Guthrie.


Notes: "A collection of essays and an atlas of outdoor monuments, memorials, and masterpieces in Wisconsin, including traditional statuary, veterans monuments, church groto art, self-taught visionary environments, chainsaw carving, fiberglass creations, Native American effigy mounds, government and corporate public sculpture, and the commissioning, maintenance and conservation of outdoor public sculpture."--title page verso.

Wisconsin contains over seven hundred outdoor sculptures and many commemorator workers involved in different types of industry and livelihoods and this profusely-illustrated, over-sized inventory volume will enable you to identify and visit most of them. In order to make it easy to identify what there is to see in each area, the authors have divided the state into six regions (Milwaukee and five broader areas); within each of the areas the sculptures are then listed first by county within the region and then by city within each county, except for Milwaukee which is arranged by sections within the city. A photograph and the exact address of its location is provided for each sculpture.


An unfortunate omission, however, is the Wisconsin Workers Memorial in the Carl Zeidler Park in downtown Milwaukee (at Michigan Street and North Fourth Street); this public art project, a collaboration between the Milwaukee Labor Council and the Wisconsin Labor History Society, is a memorial to worker occupational health and safety and consists of a series of decorative chains and bollards displaying informational signs along the park walkways leading up to a gazebo containing design elements drawn from the work tools of all kinds of occupations.


80. Reuss, Henry J. "Thirty Years of the Safe Place Statute". Wisconsin Law Review. 1940 May; ??


Notes: This article discusses Wisconsin manufacturers of aluminum cookware and the challenges they faced as the industry developed from 1920 to 1941. A few paragraphs (p. 223-224) describe union organizing efforts in the industry in Wisconsin during the 1930s; three unions are mentioned: the Aluminum Workers Union, the International Association of Machinists, and the United Automobile Workers. At least half of the illustrations in the article show working conditions in the factories.


Notes: The president of the University of Wisconsin stating that employers are flouting civil rights with lavish use of club and cell. IWW workers have real grievances."--Miles' Something in Common: An IWW Bibliography (1986), p. 267, Item 2560.


89. ---. "Free Speech and the Wisconsin Employment Relations Act". Wisconsin Law Review. 1943 Mar; ??


Notes: Undertaken to analyze the overall operation of credit unions as one of the four principal cash credit lenders at the time in the United States (the others being personal finance companies, personal loan departments of commercial banks, and industrial banking companies), this study focused on Wisconsin because the state had a "credit union movement of sufficient magnitude to permit some generalizations" for the field as a whole. At the time of the study, Wisconsin "ranked first among all states in the number of [credit unions] (18.2) per 100,000 of total population" (p. 19) with a total of 563 credit unions, compared to 8,224 for the entire United States (p.33); all of Wisconsin's credit unions had been chartered under the state charter, rather than federal charters, because credit unions in Wisconsin were also allowed to issue real estate loans (p.30), whereas those with a federal charter could not. The first credit union was formed in Wisconsin in 1923 for "the municipal employees in Milwaukee" (p. 37) under newly-modified statutory language passed that year by the Wisconsin legislature, leading to a total number by 1931 of 52 Wisconsin credit unions. Further amendments made in 1931 to the Wisconsin statute governing credit unions encouraged their rapid development through "the appointment of a credit union organizer attached to the Building and Loan Division of the Banking Department" of the Wisconsin state government (p.38), leading to a two-and-a-half times increase in the number of credit unions in the state during the following year alone. Of the 563 credit unions
unions in Wisconsin at the end of 1939, fully 81 percent were comprised of employees of a "common employer" (p. 19).


Notes: See Chapter 6, "Wisconsin's Public Sector Labor Laws of 1959 and 1962" p. [158]-192, which provides a thorough account of the struggle waged by the Wisconsin Council of County and Municipal Employees (WCCME) to win the nation's first collective bargaining law covering state employees.


Notes: Written by an insider of the Wisconsin canning trade, this book is included here because of the reference value of its three hundred pages of histories of individual Wisconsin canning companies from their earliest days in the late 1880s up to the late 1940s. There is also an extensive year-by-year history of the development of the canning trade in Wisconsin from 1887 through 1948--all the improvements in machinery step by step, all the weather conditions season by season, all the management changes. But no mention of the employees in the industry (except for an occasional mention in an individual company's history regarding the number of employees involved with its operations.


Notes: A curriculum guide demonstrating the interesting technique of using city and county directories to teach high school students about data gathering techniques used by historians. The activities are designed for students to learn how to analyze the information provided in their area's city or county directory to chart changes in the area's occupations, neighborhoods, etc. brought about in the United States from the mid-1890s up to the mid-1920s. Although the teacher's guide and sample handouts use the city of Oconomowoc, Wisconsin for a representative lesson, the eleven individual 8-1/2 x 11" photographs included with the kit represent a variety of men's and women's occupations at locations throughout Wisconsin during the industrialization time period. The teacher's guide offers lots of ideas on customizing the curriculum to meet varying teaching needs. To obtain a copy of the kit, contact the Office of School Services at the State Historical Society of Wisconsin in Madison.


Notes: Briefly describes the activities throughout Wisconsin of the Industrial Workers of the World (I.W.W.) for the period from about 1911 through 1919, as well the harassment I.W.W. members faced in Wisconsin (including Milwaukee being among the thirty-three U.S. cities in which I.W.W. offices were raided by federal agents on September 5, 1918). In Wisconsin the I.W.W.'s strength was in lumber camps, shipping docks, and mining camps; some specific Wisconsin locations where the I.W.W. led strikes during this period are mentioned, including the 1910 and 1916 strikes on the docks of Superior, Wisconsin. From "War Hysteria and the Wobblies," in The Badger State: A Documentary History of Wisconsin, edited by Barbara and Justus Paul (Grand Rapids, Mich.: Eerdmans, 1979, c1978).


Notes: This guide provides a description of over 60,000 cubic feet of federal records being held in Chicago, Illinois, by the Great Lakes Region office of the U.S. National Archives and Records Administration (N.A.R.A.); the records cover the period from 1800 to 1989 and were created or received by federal agencies, bureaus, or other administrative units (including the federal courts) in Wisconsin, Illinois, Michigan, Minnesota, and Ohio. These records contain a rich trove of information about labor in Wisconsin; see, for instance, the records pertaining to Wisconsin in Record Group 25, which covers the activities of the National Labor Relations Board or in Record Group 21, which covers the activities of the District Courts of the United States. The entries in this guide also identify any finding aids that are available for each of the record groups listed. Research rooms are available for the public's use in consulting these records at the facility of the Great Lakes Region office of the N.A.R.A., but be sure to call or write ahead to ensure that the staff will be able to access the records for you when you get there; they may be reached by e-mail (archives@chicago.nara.gov), by telephone (773/581-7816), or in writing (National Archives--Great Lakes Region/7358 South Pulaski Road/Chicago, IL 60629).

The most up-to-date version of this guide will be found at the following URL, www.archives.gov/facilities/il/chicago/holdings.html.


Notes: A subject index covering 1935 to 1976; continued by Masters [sic] Theses and Seminar Papers of the University of Wisconsin Comprehensive Universities: Cumulative Supplement (which includes the indexing from 1977 to the present).


Notes: A social history of Latino migrant farmworkers, including their efforts to form labor organizations, throughout the upper Midwest (Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin) from their entry
into the region during World War I up to 1970.

101. Walsh, Margaret. "The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860". Notes: Ph.D. thesis, University of Wisconsin, 1969. 2 volumes (564 leaves). In an impressive work of original research, Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they represent are drawn from agriculture, lumbering, and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole. The major primary sources used by the author included "the federal manuscript censuses for the state of Wisconsin, 1850 and 1860, schedule 5, products of industry, the Dun & Bradstreet handwritten commercial credit rating reports for Wisconsin, 1844-1865, and local newspapers ... supplemented by manuscript business papers, agricultural and trade journals, city directories, reports of boards of trade and chambers of commerce and official state and federal government publications" (p. 538). For a fuller abstract, see Dissertation Abstracts International, 1970, 31(1), p. 348-A.

102. "The Manufacturing Frontier: Pioneer Industry in Antebellum Wisconsin, 1830-1860". Madison, Wis.: State Historical Society of Wisconsin, 1972. 263 p. Notes: A revision of the author's thesis (Ph.D.)--University of Wisconsin. Walsh explores the development of manufacturing in Wisconsin from 1830, when settlement by northern European immigrants increased dramatically, to 1860 just prior to the U.S. Civil War. The author provides a statewide survey of the subject, as well as extensive discussion regarding the economies of six Wisconsin counties, selected as being representative of the different development patterns in Wisconsin during the period. The profiled counties are Jefferson, Grant, Winnebago, Eau Claire, Racine, and Milwaukee; the examples they provide are drawn from agriculture, lumbering and mining, in addition to both rural and urban settings. With the state's plentiful raw materials and good natural transportation routes helping to create a strong manufacturing base, the author concludes that it was not surprising that by 1860 Wisconsin's industrialization had achieved significance not only for the Midwest, but also for the nation as a whole.

This book won the D.C. Everest Prize in Wisconsin Economic History.

103. Wells, Robert W. Daylight in the Swamp! Madison, Wis.: Northword; 1984. 240 p. Notes: "A boisterous account of lumberjacks, lynchings, barroom brawls, madams & timber thieves in the wild northwoods of Wisconsin, Michigan & Minnesota"--front cover of paperback ed. Chapter VII, "Rivers of Pine," is about the huge rafts of pine logs being transported via rivers from northern Wisconsin where they had been harvested to the sawmill where they would be turned into lumber.


105. Wisconsin State Brewers Association. The Wisconsin Brewing Story. S.l.: Wisconsin State Brewers Association; n.d. [1967]. [66] p. Notes: Prepared as a lobbying tool to impress the reader with the extent of the impact of the brewing industry on the economy of Wisconsin (which at the time had more breweries than any other state), this work is valuable for the photograph included of each of the then current twenty-eight Wisconsin breweries, as well as photographs of thirty-two Wisconsin manufacturers of brewery supplies.

106. Wisconsin State Federation of Labor. Labor's Rights Under the 1939 Wisconsin Labor Laws. Milwaukee, Wis.: Wisconsin State Federation of Labor; 1939. 11 p. Notes: Written and distributed by the Wisconsin Federation of Labor, this pamphlet discusses the new legal requirements for Wisconsin unions found in Chapters 25 and 57 of the Wisconsin Laws of 1939 and presents the position of the Wisconsin Federation of Labor's views regarding the unconstitutionality of many of the provisions of the two new laws, which the federation intended to challenge in the courts. Chapter 25, known as the Catlin Bill, made amendments to Wisconsin's Labor Code to greatly restrict the lawful instances in which pickets and picketing could be used in labor disagreements; while Chapter 57, known as the "Wisconsin Employment Peace Act," essentially nullified passage of the "Wisconsin Labor Relations Act" passed just two years earlier. The Wisconsin Labor Relations Act, passed in 1937 by the previous Wisconsin Legislature, was also known as "Wisconsin's Little Wagner Act" because its provisions were modeled on those the federal government's "National Labor Relations Act" of 1935 (known informally as the Wagner Act, in honor of its key sponsor, Sen. Robert F. Wagner, D-N.Y.)

107. Witte, Edwin E. "Labor in Wisconsin History". Wisconsin Magazine of History. 1951; 35(2):83-86, 137 -142. Notes: A overview article on how the labor movement developed in Wisconsin up to 1950; the author identifies existing written works on the highlights of that history and also discusses the important role which the Wisconsin school of labor history' played at the national level in the development of the labor studies field.


PLACE: Wood County, Wisconsin

1. Goc, Michael J. "The Wisconsin Dust Bowl". Wisconsin Magazine of History. 1990 Spring; 73(3):163-201. Notes: The Central Sands Region of Wisconsin covers parts of eleven counties in central Wisconsin and this study looks at how seventeen townships in four of those counties (Adams, Juneau, Portage and Wood) were affected by what came to be known as the Wisconsin Dust Bowl, caused by the same combination of drought and soil erosion as the famous Dust Bowl in the Great Plains from approximately 1932 to 1940. Goc creates a vivid picture of the incredibly harsh conditions endured by farmers of the Central Sands Region during this
period and what ecological steps were taken to turn the situation around.

**PLACE:** Woodman, Wisconsin


Notes: An over-all history of the local railway service which operated from 1878 to 1926 in the Green River Valley in southwestern Wisconsin between the towns of Fennimore, Wisconsin and Woodman, Wisconsin. It was a narrow gauge train, which meant that the rails on which the trains ran were not set as far apart as that on which standard gauge trains ran, requiring the transfer of passengers and freight where the narrow gauge rails connected with the standard gauge line to the east which ran into Madison, Wisconsin.