

DB: What is the longest trip do you remember taking from the area?
HJ: (mumbled question)
DB: Yeah. What is the farthest that you'd take a trip?
HJ: Well, it was, uh, back to Minnesota.
DB: Back to Minnesota?
HJ: Um hum.
DB: OK, and how would you get there? By train, or...
HJ: No, model A (mumbled) coupe, back then. Four of us in it.
DB: Hah. Did you ever take the train, when you were...?
HJ: No, I never did.
DB: OK, ahm. Since you've been here since the mid '20s, how's the train system developed, since you've been here? Has it, has it really been changing since you've been here, or was it pretty much all here, when you got here?
HJ: Well, when I come to Coeur d'Alene, there was 20 trains a day into Coeur d'Alene--passenger trains. In the summer.
DB: How about the, the timber trains--the lumber trains, where they pretty busy?
HJ: Well, there's Ohio Match, it's Diamond now. They haul logs by train, from ah, (mumble) it's decided; cheaper way, into Coeur d'Alene and they had a trestle built out on the lake, and that's where they dump them.
DB: What was the line, that was running those?
HJ: That's the...that is the Spokane International, that is hauling the logs.
DB: Can you remember any other logs, ah..., railroad lines? Their names?
HJ: That come into town?
DB: Aha.
HJ: Well, Great Northern, Milwaukee, and NP, and...
DB: The A & P?
HJ: Ah. The NP.
DB: What does that stand for? Northern Pacific?
HJ: Yea.
DB: OK.
HJ: and ah..., let's see...I guess, that's all.
DB: Where the...were all those trains here when you moved here?
HJ: Yea. They all had their own tracks into town and then finally Milwaukee and Great Northern, they used the same track part of the way. Northern Pacific--Burlington now, and Great Northern combination, they used one track--comin' in.
DB: Which railroad used--had the most traffic in wood?

HJ: In wood? Well, its about a toss-up, everything went by rail, between all the mills, according to what they cut because now Potlatch is shipping 65 percent of that stuff out of here, on trucks.

DB: OK. Of the railroads that you named, Spokane International, the Great Northern, Milwaukee and the Northern Pacific, which ones of those are left now?

HJ: Well, the great Northern and the Northern Pacific, that's still in town. The SI (mumbled) still comes into town, the Spokane International (mumbled) and Milwaukee I see them (mumbled) go down here to the mill today. I understand they gonna' pull that train outa here. They pulled their track up. Eight or ten years ago, it used to go clear up to Canada--through, through Spirit Lake, Post Falls then up to Canada. They pulled all that out. They had a big mill there ah--at Spirit Lake. This was for soft coal from Pennsylvania.

DB: Yesterday when we were talking you described your house, the first house you lived in here, in Coeur d'Alene. Did most people live in houses that were similar to that one?

HJ: No. Some of them--big houses along Sherman, they were...people lived in those.

DB: What distinguished those kind of people from...

HJ: Well, some belonged to doctors and some belonged to managers of the mill.

DB: Was there a lot of money in this town back in those days?

HJ: Well, when they paid off, at Rutledge, it paid off in cash, and half of it was gold.

DB: Were there a lot of millionaires in this area?

HJ: No, I don't think so. Not in Coeur d'Alene at that time. I think you have one now, maybe two. I wouldn't say for sure.

DB: Did people have mass media back then? Did they have radios?

HJ: Well, everybody had some sort of radio.

DB: Where were the stations? Did they have local stations or were they from...

HJ: That would be Spokane.

DB: Spokane.

HJ: Oh, we could get, we could reach Calgary from here on a good radio.

DB: How about newspapers and magazines? Were there local newspapers here?

HJ: Yea. One. (mumbled) Coeur d'Alene Press. And then the two papers from Spokane, were found here in town too.

DB: To get back a little bit to industries that we were talking about. Yesterday we talked about the different kinds of flumes that they built. Were there different kinds of flumes?

HJ: Well, one was called chutes. Chutes was dry. They...and...or sometimes they used to put black oil on logs so the logs would slip easier.

DB: Where did they get the black oil?
HJ: Oh, in town here.
DB: OK, so they had different kinds of flumes.
HJ: Yea.
DB: What were they names for them?
HJ: Well, that's...one type of flume just had two logs...just like this, flat on both sides, open bottom. That was--they called them chutes. And then the flume was build up out of lumber and it had four foot sides and about a...about eighteen inch flat bottom. Some of them had the V right down to the bottom and the water was taken from the creeks and run in these flumes, and the logs would float down.
DB: So the chutes were dry, except for the oil?
HJ: Hea.
DB: And then the flumes had water in them?
HJ: Yea.
DB: And then the flumes had water in them?
HJ: Yea.
DB: Where there different construction techniques for the flumes? Where there different kinds of flumes? I mean...
HJ: Well, a flume was built on a pretty good decent grade. Oh, some places they were pretty steep. I know logs used to come down on those flumes at about 45 miles an hour. Some of those flumes.
DB: Did they have a...they just called them all flumes, or did they have different names for the...?
HJ: Well, that's all I know.
DB: That's all you know?
HJ: And the longest flume I know of, was up at Priest River. That went back into the woods there, for 27 miles. And some of that flume was up on trestlework, oh maybe 18 feet.
DB: When was that built? Do you remember?
HJ: That flume was built around 19...30. It was 1930 and they used it four years.
DB: So they had elevated flumes and they had flumes that were just set into a gully, I take it?
HJ: Well, they were all build up on a kind of trestle, some were down--right on the ground and some had just two foot trestle.
DB: How about different kinds of chutes? Did they have one kind of chute or did they have more than one kind?
HJ: No, they just had one kind.
DB: How often would they grease them with black oil?
HJ: Oh, not too much. That black oil, it stayed right on there. Unless there was a lot of dust accumulated, and then they put on more black oil. They had one chute on Delaney Creek that's down from Honeysuckle--two miles, and that was really steep. And when it got down to Little North Fork River, they build a curve in it where the logs would come into the water. Every once in a while a log

would come down there and jump the curve, and they'd have to re-timber that curve about every two weeks. Just logs, you know.

DB: What years was that chute running?

HJ: Oh, it must have been about 1928-29.

DB: And then they stopped running it in the '30s?

HJ: Well, yea, well and they were through.

DB: They had the timber all out?

HJ: They had the timber all out.

DB: I see. Were all the chutes spread with that black oil?

HJ: No. Some of them was steep enough and some of them had water enough, to keep them moist.

DB: Can you draw a picture to me of what that flume looked like? Standard flume would look like? Ah, a chute, I'm sorry.

(BREAK IN TAPE)

HJ: ...they have to grease where the horses started them off. Of course some places they, horse, had, they had trail for the horses, and the horses would drive them all the way down. Then they'd take them...be a log here in the chute...a log here in the chute, then a log here in the chute, and ah then they would have ah, a hook...like that, to catch the back end of this log and bump that, and bump that and start them all off. A team of horses, oh, and sometimes they'd move as high as nine logs. They always try to get a pretty good heavy one in behind.

DB: So, the horses would be hooked up to this hook?

HJ: Yea, they'd be hooked up there.

DB: And then he'd drag them along by a line and then drag these down?

HJ: Hm-hm. Yea. And then another....

DB: Just real quick (whispered). And then the horse would be tied to this and it would hook into that?

HJ: Yea. Yea.

DB: And then drag it down the chute? OK.

HJ: And then one time, on this Delaney chute. The fellow he didn't, he didn't use this hook. He used a pair of tongs.

DB: Why did he do that?

HJ: I don't know. Maybe he broke the hook, or somethin. And, he took a pair of tongs and he started down. He had a log that's cleared about 300 feet. And, he took it all the way down to where the chute broke and then he couldn't get unhooked, and that big log dragged that team of horses about a half a mile down that steep hill, and there were these big rocks, and rocks, and whatever that was on the bottom there. And one horse didn't have any hide left, and the other one had its neck broke. And, he lost a good team.

DB: He learned a lesson, didn't he?

HJ: Yea.

DB: How long would a chute last?

HJ: Oh, there are some of the chutes--still part of them out in the woods.

DB: OK, could you draw me a picture of a flume?

HJ: I think so.
(BREAK IN TAPE)

HJ: ...that ah log would be pushing water. A big volume of water ahead of it. Now, the log...that's the way it would be behind there, there was no water pushing on the back end. The log was riding faster than the water was running.

DB: Hm. So this is a wooden framework along the sides here.

HJ: Yea. That's boards.

DB: Boards.

HJ: And it's double boarded. They used to take a portable sawmill, way up in these creeks, and they would saw the lumber and start building flume and that's why the corkbottom, they had they got the boards in and four by sixes--whatever they used, they would saw them. And when they come out the flumebuilders, some of them would be put in this here raceway, on blocks then, on tops like that. And ah, they'd catch the boards that would go on on the end and nail them in. And double them up as they went on and the lumber just kept fallin' down.

DB: So, ah, this would be earth right around here?

HJ: Huh?

DB: This would be side of a hill or something?

HJ: No. That's, that would be regular chute.

DB: OK. So that's a board, that's a board, that's a board, that's a board, that's a board,--like that?

HJ: That's 4-by 6's, here and these spaces here, that's boards.

DB: OK. So that's a 4-by 6, that's a 4-by 6, that is, that is, that is.

HJ: Hm-hm.

DB: OK, and then they tack these down long wise. OK, and after the creek water filled in and come running through here and...

HJ: ...and then on the hill side they'd put a little log out here, out here, then there would be a log about here into the hill side, and then maybe another one down here--they'd trestle it up. They'd always use, they always used the log that at that time there was no market for, like hemlock. Stuff like that.

DB: So, this, these logs on the bottom were flat on the top?

HJ: Well, they were just sawed in and adzed out to a 4-by 6 to fit in, that's all.

DB: OK.

HJ: They didn't do too much excess work. They could build a flume a long way in a day.

DB: How long could they build one, in a day?

HJ: Oh, maybe they'd get a 100 yards in a day.

DB: 100 yards, in a day. Now where did they set the mills to get the timber for these flumes?
HJ: They'd find a place that was timbered pretty handy. Timber that they wasn't gonna ship out, they'd pull out the logs.
DB: So it was inferior timber, I take it.
HJ: Yes.
DB: What kinds did they use?
HJ: At that time it was white fir and hemlock.
DB: White fir and hemlock, OK. How long would a flume last.
HJ: Oh, they'd last indefinitely.
DB: I see.
HJ: Sometimes a spring flood would tear out a section.
DB: Were there different kinds of flumes; different names for different kinds of flumes?
HJ: No. All the same name.
HJ: All the same name.
HJ: Just a flume.
DB: You know..are you familiar with the kind of pole roads they used to have to run the trucks down?
HJ: Yea.
DB: OK. There are different ways that the poles are set to make the pole roads. Do they have different names for those different pole roads?
HJ: No. Just pole roads. They had pole roads and then plank. Two 12 inch plank wide for tire tracks. The tires to run on. And the railroad--they had ties, 12 foot ties. Like across the swamp they used 12 foot ties. And rails were put on them and then...say a train runs out on them, gets a load of logs...the rails are running on--there is that much water on top of the rails. They cut their own spruce...across the swamp they pile it in, then they put stringers in and then put the ties on top of that.
DB: This here, the whole thing floated on the swamp?
HJ: Well, yea. The swamp was a kind of a marsh. Swamp.
DB: OK. Could you draw me a picture of a pole road?
HJ: Pole road?
DB: Aha.
HJ: Another name for a pole road was corduroy.
DB: Corduroy road?
HJ: Yea.
(BREAK IN TAPE)
HJ: They were either eight feet or ten feet logs.
DB: And then they would lay planks on top of them?
HJ: Yea. Planks on top.
DB: Were the planks adzed, or how did they smooth them out?
HJ: They were sawed.
DB: They were sawed? Where were the mills to do the sawing?
HJ: Well, this here...most of these here...all came from the mill downtown, here.
DB: Potlatch?

HJ: No. Winton.
DB: Winton.
HJ: Potlach, they got theirs up at St. Maries, I guess.
DB: OK.
HJ: However Potlach, Idaho, that's where they had a flume, over there.
DB: OK, that's a pole road. Could you draw me a picture of a plank road? The one you said...that had two...
HJ: This is a plank road, right here. A pole road is just poles close together.
DB: OK, so a plank had the two laying on top of it?
HJ: Yea.
DB: Just two--two boards?
HJ: Well, there were four all together.
DB: Four boards.
HJ: Both wheels, 4 by 12.
DB: OK, and plank road had just these, these small logs set down.
HJ: Yea.
DB: Which were the more dangerous roads?
HJ: Well, the pole road was, was, awful rough.
DB: How about the plank road, would people prefer driving on that one, or...?
HJ: Oh, I drove on them when I used to go out in the woods. I drove on wood and pole road. And they had...they had perfect curves built of them planks.
DB: Now, let me get this straight again. That's a pole road and that's a plank road?
HJ: Yea.
DB: Ok, Fine. I see. What other kinds of industries did people work around here, other than timbering? Was there any mining around here?
HJ: Little, but not too much, right around here.
DB: Where did they, what kind of minerals were they after?
HJ: Well, there's copper, silver, some gold, lots of lead. And where they get lead they get zinc out of that too.
DB: Can you think off-hand of any mines that were located around here?
HJ: Well, I don't know the name of the one now, but there's one operating down--not too far from Honeysuckle. They're shipping out of there. Each day, I see a truck come out.
DB: How about family mines? Are you familiar with any of those, from the old days? You know, just a small operation mine.
HJ: You mean...
DB: A family would...
HJ: Well, there's still, there's still two older fellows--they must be in their 80's, they have a placer claim on the river. And ah, they have a natural riffle there, in the rocks. The rocks is all...and they used to take that out

with a pointed (?) all that sand and then they would pan that out. And ah, now they have a vacuum deal to pull it out, and the water is low to the flood period, the stream overflows, that's when it brings the sand and stuff in. You know they have been at that, as long as I can remember.

DB: Can you remember their names?

HJ: No, I can't remember their names. But they've made a living. They are two old bachelors. Live together. They made a living on..

DB: Do you remember what creek it's on?

HJ: It's on the main, Coeur d'Alene River.

DB: Oh. About how far from town would it be?

HJ: It's up ah...about three miles from Prichard.

DB: Would that be three miles north of Prichard?

HJ: No. It would be south of Prichard.

DB: OK. As far as you know, these two old guys are the only people that are running a small mine claim, in these parts?

HJ: Well, there's, there's other little claims that people work, but I don't know how many there is of those. I never liked underground work. He-he. The only underground work I ever done, was up there on the highway building tunnels.

DB: Aren't there many people that are involved in farming?

HJ: Well, grass growing. You know, bluegrass for seed.

DB: How long has that been going on?

HJ: Oh, maybe 20 years. 25 years.

DB: Where do they take their seed?

HJ: I don't know. They have warehouses here, where they clean them out, test it for germination, and all that.

DB: Are there any other crops around here that are money, cash crops?

HJ: Well, some raise corn, some put in wheat.

DB: Is that fairly recent or people always grown corn or wheat around here, since you've been here?

HJ: Well, corn--some years they have a crop and some years they don't. But they can always cut it for silage, because most of those that raise corn they have cattle...

DB: Back in the old days, when you broke; when a tool was broken, or you broke a tool where would you take it to get it fixed? Or did you fix it yourself?

HJ: You mean like an axe?

DB: Well, an axe or something more specific for your work in Potlatch.

HJ: Well, when a machine was broken, they sent it down, most of the time, to Spokane to the Union Ironworks, or washing machiner.

DB: Washing machinery?

HJ: Yea, that's past now.

DB: Where was that located at?

HJ: In Washington, Division Street.

DB: Was that here in Coeur d'Alene?

HJ: No, this was in Spokane.
DB: In Spokane. I see.
HJ: And now they use the iron works is over in Wallace.
DB: Aha. OK, back to the community here, in Coeur d'Alene.
What kinds of community activities did people, around here,
participate in--other than church and school, that we were
talking about yesterday?
HJ: Well, you would have your good old time dance, every
Saturday night.
DB: Where would they dance?
HJ: Oh, they had right around...Ivelee's still going, still has
dances. That's out at Huetter.
DB: How do you spell that?
HJ: Huetter.
DB: No, I mean Ivelee.
HJ: I-V-E-L-E-E. And then, Coeur d'Alene...
DB: Is that as far back as you can remember, they had the
dances?
HJ: Yea. And, they had picnics, in the park, pretty nearly
every Sunday.
DB: Is that the kind of things that people thought were fun, in
those days?
HJ: Yea.
DB: Did they ever go to the Grange or the Chautauqua?
HJ: Well there was this Grange, they used to have dances, in
pretty every Grange on Saturday nights too.
DB: Would ah...
HJ: ...and local musicians
DB: Would farmers and lumbermen go to the Grange?
HJ: Oh yea.
DB: Did a lot of lumbermen belong to it?
HJ: They may not have gone, but they was always welcome.
DB: They were always welcome.
HJ: Uh-uh.
DB: I see. Do you remember any stories from back then in the
Grange?
HJ: Oh, I can remember stories of the dance hall that was out
North--Best Avenue Dance Hall.
DB: That's Best Avenue?
HJ: Yea. Best.
DB: Best?
HJ: Bestland Avenue is the name of the dance hall.
DB: Aha.
HJ: You go out there and the moonshine wouldn't come in
bottles, it would come in kegs.
DB: Come in kegs? Where was, I was just going to ask you where
did people get their alcohol?
HJ: Made it. There were all kinds of distilleries around the
country.
DB: Were the lumbermen, did they make it? Or, what kind of
people made it?

HJ: No, it was just mostly Kentuckians that came in here. That who made that liquor.

DB: Did the Kentuckians do anything other than make alcohol?

HJ: That's all.

DB: That's all. They were pretty popular, weren't they?

HJ: Yea.

DB: About what time period was this, we are talking about?

HJ: How?

DB: When did the Kentuckians moved in, when?

HJ: Oh, I don't know that must have been before my time, because the moonshiners were here when I got here.

DB: I see.

HJ: A lot of people used to run Canadian whiskey too, from Eastport, or sometimes they'd come through on a coal car. With all the coal.

DB: Which did you prefer then, if you drank any at all? Did you prefer the Canadian or the Kentuckian?

HJ: Oh, I'd say the Kentuckian was just as good as any Canadian that was made.

DB: How were the prices?

HJ: About half.

DB: The Kentuckian was half as expensive?

HJ: Yea.

DB: Well, I'd think I'd buy the Kentuckian myself. How about gambling? Did people gamble very much, back in those days?

HJ: Oh, there were just penny-ante poker games going on. But then the slot machines come in. Then the people really went to gambling--the slot machines.

DB: When was that?

HJ: Well, that was about...in the '30s.

DB: And how long did that continue?

HJ: Oh, I don't know. I think it was shut down in the '40s maybe; they were voted out. Too many people played the slot machines. It wasn't the men so much, it was the women.

DB: Why did the women do it?

HJ: Didn't have anything else to do, except go down there and pull that lever. They'd eat quarters.

DB: I see.

HJ: And you know you can't beat a slot machine.

DB: Aha. Never! Were there taverns here in those days?

HJ: Well, during moonshine time there was no taverns here.

DB: Was that back in the Prohibition days?

HJ: Yea.

DB: OK, after Prohibition, when you were here in the late '30s and '40s, how important were the taverns to the lumbermen?

HJ: Oh, they come and sit there, and they still congregate there, a lot of them.

DB: Yea. How about prostitution? Where were the prostitutes located at?

HJ: Well, most of that was down in Kellogg, you know, near as I know.

DB: Were there many in Coeur d'Alene?
HJ: No, except...

(END OF TAPE 2; Side 2)