

JOE HOLLAND

Second Interview

Interviewed by:

Sam Schrager

Oral History Project

Latah County Museum Society

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# I. Index

## JOE HOLLAND

Bovill; b. 1900

depot agent

2.6 hours

minute

## Side A

- 01 1 Nicknames: Sleigh Haul Brown, Laughing Mike, Three Finger Nels, Crying Gus, Samuel T. Red Rosey Joe, The Chipmunk. Mrs. Watts. Boarding houses. Billy Watts' pool hall. Watts shot apart the chain when a high line jammed.
- 10 4 The deep muddy streets of Bovill in the spring. The Bovill gym improved the basketball teams.
- 16 5 Regular trains that went through Bovill. Potlatch Company railroad crews. Length of trains and cars, then and now. Declining maximum work time; time figured by one hundred miles as a regular work day, with "inch-and-a-half" for overtime. Switching in and out of stations. Daily delay report had to account for every minute of stopped time. Joe's salary and express commission in 1925. Size of freight train crew.

## Side B

- 00 9 A conductor tells Joe that a brakeman persuaded him not to murder the engineer he hated. The conductor is in charge of the trains. A WI&M brakeman ribs a brakeman from the Milwaukee. Advantages in job security of railroad work compared to woods work; in fact for years oldtimers on the railroad wouldn't retire. His wife's uncle, an engineer, tells how his whole freight crew would fall asleep, and once went eight miles past a station before waking up. Troubles staying awake on trains, and lack of time off.
- 18 14 High price of passenger tickets to Potlatch, at five cents a mile. There was almost no other way to get there in the twenties. With cars on the blocks in winter, the grocery bills got paid.
- 23 15 John Groh got bilked out of a winter's supply of groceries by a couple who left the country. Three Grohs, born in the same house, had different nationalities because the countries had changed.
- 29 17 Winter derailments in the Bovill yards. A man who is anxiously awaiting a train misses it when it switches tracks because of a derailment.

Joe Holland

minute

Side C

- 00 18 (continued) Missing a train. A man who gets on a train in Bovill and falls asleep while its switching, gets off before it leaves, thinking he's in Potlatch. Joe closes the boxcar door behind a shaky hobo at his request. A conductor forgets to let a hobo out of a locked car, but he escapes with a jackknife. The Bovill hobo jungle near the depot was enticing to Joe; how they got food to eat. Hoboes kept on the move.
- 14 22 A man's wife could tell the difference between a hobo and a lumberjack by sight.
- 15 22 Some jacks did save money, and helped others if they needed it. The life of the lumberjack--saving up money and blowing in. They generally paid their debts. All the lumberjacks are gone.
- 22 24 A woman told Joe about how boats used to tie up in Bovill before the town. In saloon days they were logging right in Bovill.
- 28 25 Doctor Gibson did all the doctoring, and didn't hesitate to saw off a leg. Bill Deary tells the Weyerhaeuser people where the mill should be located.

Side D

- 00 26 (continued) Bill Deary tells them there isn't water enough in Moscow "to baptize a Baptist bastard."
- 02 27 The CCC's. Eight long passenger trains of CCC's arrived in Bovill one day in 1933. Many quit and went back. One kid was shocked by the cement sidewalks. They gave employment to local men to supervise the boys, for many of whom it was their first job. He felt sorry for the Negroes, who were kept in a single camp and not allowed to go to Bovill; he sees that they kept to themselves in camp.
- 12 30 He was told that Joe Wells was so strong that he drove his fist through the floor while trying to strike a man in a fight. Chuck Wells.
- 16 31 Durkins in Spokane was very popular with the jacks, and gave free lunches with nickel beer.

Joe Holland

minute

## Side D (continued)

- 17 32 When Joe was head of the school board, just after the second world war, there was much conflict in Bovill over the issue of school consolidation. Some favored maintaining the high school with kids from Clarkia and Elk River, which still are in trouble. Joe believed that their three story brick building could likely be saved by repairing the buckling floors, but it was torn down. Since Bovill lost its high school on the basis of a county study, the town has gone down. Current school controversy.
- 27 34 Bovill's best years were before the depression. 1929 was a banner year for activity: roads were gravelled and logging opened into Park. Getting the goods to sell was the key to success for merchants during World War II. Falling stock market may signal another depression.

## Side E

- 00 35 One responsibility led Joe to another: starting with village clerk, then secretary-treasurer of highway district, justice of the peace, councilman. Running the town on tax money. Bonded indebtedness of the highway district hampered improvements. Petitions were met with lack of money; one was for hardtopping streets. Tax money came through raising the water rate, which wasn't popular. How Main Street got paved by the state.
- 12 39 FDR turned Bovill from a Republican to a Democratic town. People hated Hoover.
- 13 39 Attitudes towards Potlatch. Scaling "your way, the correct way, and the Potlatch way." People who left Potlatch often came back. Most workers don't have much love for the company, because they're big and can dictate. Poppa Potlatch. The "overhead" get their vacations when Potlatch is shut down in late winter.
- 18 41 The story of the depot clock in Joe's house. After forty years of winding the clock, Joe retires and comes back after a vacation to find that the new agent let it stop. Telling Joe he's the only one who ever wound it, he gives it to him as a present from the railroads.
- 24 42 One Saturday everybody at the Bovill depot was trying to load sheep on a train. The animals were fighting and the train was falling way behind schedule. Joe ignored W. J. Gamble's (the general manager) orders to release the train before it was loaded and was prepared to lose his job. Only he didn't.

Joe Holland

minute

Side F

01            45

(continued) The connections were made, and so the WI&M benefitted. The method of paying railroad men for ten hours when they worked more than five. Joe was ready to get fired because he was young.

(5 minutes)

with Sam Schrager  
August 23, 1974

## II. Transcript



JOE HOLLAND Us guys here were up in the woods.

SAM SCHRAGER: Who you got there?

J H: Well, the first one here is <sup>Sleigh</sup> Haul Brown. He was <sup>on</sup> a job that <sup>in winter</sup> they called the <sup>Sleigh</sup> haul, it was gettin logs out. So he got named on account of them: <sup>Sleigh</sup> "Haul" Brown. Then we had another guy: <sup>Mike</sup> "Laughin <sup>Mike</sup>." He laughed most all the time see. And nobody knew him by his real name, that "Laughin <sup>Mike</sup>." And then we had another fellah: "Three-finger Nels." I don't know, I think he was a sawyer at one time, three fingers cut off of one hand so he was "Three-finger Nels." And we had one guy <sup>around</sup> there, the "Cryin Gus." He <sup>was mostly</sup> the cedar maker. He'd get to drinkin a little bit and he'd cry. And another guy, he was quite a guy around there, he worked mostly with the horses, he was a <sup>m</sup>teaster too: "Samuel T. Red Rosey Joe."

SAM: Well, where'd he ever get a name. . . ?

JH: Oh, I don't know. <sup>People kept</sup> hangin <sup>it on</sup> I guess. And we had another guy, they called him the "Chipmunk." He was a <sup>woods work</sup> but he was a very small gyppeer. He was gettin out logs for different ones. He didn't do too well about it either. But he was the "Chipmunk." Yep. And when you'd mention any of those names everybody there'd know just who you were talkin about, exactly. Well, old Sled Haul as he got older he <sup>was kind of bullcooking</sup> up around the restaurant there that Mrs. Watts was running. And oh they used to argue ~~back~~ and forth. And she'd want him to go out and get in some wood. And he said he was hungry. He wanted to eat first. She wanted him to get the wood in first. And then the argument started. <sup>And</sup> I think she threw a cup or something at him.

said he brushed up his sleeves and he says, "I'll bombard your cabin" (Chuckles), with a few cuss words in there. But then they got together about it and it was all right. I don't know who won out, yep.

SAM: Did this Mrs. Watts have a boarding house for a long time?

J H: It was a restaurant; they did have some rooms up overhead, but oh yeah, many years, the restaurant. And she was an oldtimer just like the rest of them there. And she stayed with it a long time and fed everybody, never turned anybody away whether they had the money or not. So she never got rich at it but she lived, that's all she was interested in. Nice woman, very nice.

SAM: What were the other places that lumberjacks stayed in there in town?

J H: Well, there was a hotel that was along on Main Street. They called it the Spokane Hotel, that was the name of it, painted on it--Spokane Hotel. That was one place. And then the Bovill Hotel, part of that building was log. And oh in earlier days there was a Mrs. David that used to have a boarding house which was both board and room. Quite a few stayed there. But oh let me see that'd just be the ones in town because whenever they were workin they were out in the woods somewhere at <sup>the</sup> a camp. Watts', they had some rooms over the restaurant. Well, they had a pool room there too, Billy Watts, husband of Mrs. Watts <sup>run it</sup>. And they had a pool room and those rooms and the restaurant.

SAM Was the pool room very popular?

JH: Yeah, it was. It was a popular place, yeah. And there was one other pool room there also--Jimmy Gilroy--that was quite popular. But that Billy Watts' was the most popular. And the jacks seemed to hang around there and there were always card games goin on, what not. And Watts, in the earlier days, he used to work in the woods too. I think he was a donkey man. <sup>They</sup> had a high-line there one time, now that's before my time and that was with a donkey power. This high-line would transport the logs across that high-line to where they wanted em.

And they had a target there, went over there that you'd trip that. I believe for a while they used to shoot this target with a shotgun. And then when it'd trip, that log would drop down where you wanted it. Then there was another time when somethin jammed and the log was up there, in mid-air, no way of gettin it down. And they said <sup>that</sup> this Billy Watts with a rifle, I don't know what the distance'd be, but off quite a ways. He shot repeatedly until he cut that chain, and a big, heavy chain it was. But he cut it in two and the thing came loose and they were in business. But you'd have to shoot almost <sup>right</sup> exactly in the way you did before. And <sup>I don't know,</sup> in that load they must have had steel bullets too, shells because the old lead wouldn't do much with a steel chain. <sup>But</sup> it took a lot of shooting but he cut it in two.

SAM: Maybe he was a good shot and a good pool player both.

J H: He was a good shot, allright, with a gun. I don't know about <sup>the ability of</sup> playin pool but he was a good shot. He'd have to be to accomplish a feat like that. Because that thing wouldn't be <sup>be a</sup> motionless up there either you know. It'd <sup>be a</sup> swing and sway to it. . . .

SAM: I was going to ask you if on the whole the lumberjacks and townspeople had a lot to do with each other or if they really were quite separate?

J H: Well, they always got abng. Of course there'd be a lot of lumberjacks that didn't get very well acquainted with the townspeople. But however I suppose every jack that ever came in and stayed over a weekend or so they'd get acquainted with at least one or two of the families. No, they were respected and all that, there was no reason why. No, the townspeople knew em pretty well.

SAM: I was wonderin what Bovill--what the town felt like when you were first there? What, if you think back on it, what strikes your memory of the sights and the sounds in that town?

J H: Well, of course it was a small town. I went there in April, 1925. And the main street was a sea of mud. It was just dirt streets is all they were, no gravel, rock of any kind. And <sup>they</sup> we were so muddy that the dray <sup>would</sup> wagons, pretty nearbury down to the axels pull <sup>in</sup> through there. And <sup>they</sup> would remain that way until it dried more. It was that way a long time. That was at first and that was the same way for a couple of years or more. I think it <sup>might have been</sup> about 1929 before we got gravel on those streets and <sup>that</sup> <sup>it</sup> made <sup>it</sup> quite a difference. But they couldn't do much about that either after those muddy streets. But oh used to have big drags there and floats or whatever they called them. Packers of some kinds, about four horses on them. And they'd go over and over and over and it helped to pack down. The top <sup>would dry</sup> and then if you had a load that was very heavy at all it'd push on down through. But it didn't bother people. They knew that they had that every year I guess. They knew that. Of course it was a kind of busy place for ~~me~~. Two railroads there and everything that came into the town <sup>or</sup> went out had to go by rail. So we handled just about everything that there was. Oh I don't know, beside of that. <sup>At that time</sup> that was really only one industry right in town and that was the cedar yard. I don't know <sup>how</sup> many people on an average worked there, probably twenty or twenty-five maybe. That was <sup>the only thing right</sup> in town. They had a high school there but they didn't have a gym. However the gym was built shortly after we went there. I think it was started in '25. Maybe it wasn't <sup>even</sup> <sup>then</sup> completed that same year. It was a brick gym; that was quite an addition to the town, because the kids before that more or less played basketball outdoors whenever the weather <sup>d</sup> permit. So consequently they didn't have any kind of a team when they'd go to another town where <sup>they'd</sup> have a gym well the Bovill kids had no chance at all to compete. It wasn't too long after they got that gym that they were right up there in competition <sup>of</sup> any and all of em.

<sup>they had some</sup>  
 ^ Pretty good basketball teams. Every once in a while there'd be a district tournament <sup>would be</sup> held there. And those times it'd be packed every corner. You couldn't get another person in em. I <sup>t'd be hard</sup> even <sup>to</sup> get em out if somethin happened in there like a fire. <sup>I don't know</sup> <sup>what would've</sup> happen. Yeah.

SAM: Can you give me an idea of what the train schedules were like? How much moved in and out of that town?

J H: Well, on the WI&M we had what what they called a logger. That came to Bovill early every morning and took the logs back to Potlatch that would have been cut and hauled into Bovill the day before. And then on the WI&M we had a passenger train which was a mixed train. They hauled some freight and passengers. And that made a round trip from Palouse up to Bovill back to Palouse and back to Potlatch. That was daily except Sunday; they were all daily except Sunday. Then the Milwaukee, they didn't have a logger because there were no logs movin in that direction. They had a freight that would run to Elk River one day from St. Maries and then back to St. Maries the next day. But the Milwaukee also had a passenger train, that was strictly a passenger train. About three coaches, mail car and an express car. That would go from St. Maries to Elk River and return daily except Sunday. It had quite a few passengers. Anyway it kept a-join for several years but as the Depression was coming along <sup>probably</sup> finally about in '30 or something lik that the passenger train was discontinued to Elk River. Elk River had a good-sized sawmill there for right up to about 1930. I don't know the exact year but just about up to 1930. And it closed down. I don't know when, <sup>a year or more</sup> a couple years maybe afterwards they burned it. <sup>Re</sup> moved everything in it.

SAM: Were these railroad men pretty much a fraternity of their own? Did they stick together in their own group?

J H: The ones that were on the <sup>lead</sup> railroads, we didn't have anybody tie up in Bovill. The WI&M crews all tied up in Potlatch. And the Milwaukee <sup>would either</sup>

be tying up in St. Maries over Elk River. It was just once in a while that we'd have a turn around, a freight that would run between Bovill and Elk River and it would tie up in Bovill. Of course there was a lot of train men there that was <sup>the</sup> ~~trainmen~~ for the Potlatch Lumber Company. They did the same work as train man would do on any ordinary railroad however they were not a carrier. They were just a lumber company railroad workers. That was about all you could put em as, but they were of course conductors, engineers, brakemen and so on. <sup>firemen</sup> There was ~~several~~ <sup>al</sup> crews of those. And they were more or less family men that lived in Bovill. Most of them were family men. No, they were just ordinary citizens. They didn't congregate together in their leisure time. I guess they'd see enough of each other when they were workin. (Chuckles).

SAM: Oh, I was think ing of that really because of the railroad lingo and you know, the ways of talkin about the railroads that I've heard that they had.

J H: Oh yeah.

SAM: It sounded like a sort of specialized occupation as far as that goes.

J H: Well, yes. And especially at that time it was good. I guess it's still good.

There's fewer people working because of the longer trains and the diesel engines, they put so many units together. I don't know how many <sup>units</sup> they could put on one train with several, one engineer, trains anywhere from a mile, mile and a half long. And the cars are all gettin bigger. For a forty foot boxcar used to be considered a good-sized car. Now it's a small one because they did have thirty-six foot box before that. And now, fifty and up.

SAM: What kind of size did they have then? I was thinking of the train length.

J H: Oh, I don't know, of course in there where we were it was hilly, twenty-five, thirty cars would be a long train because they'd have to get signals, see so many curves and what not. No radio, they have radio now. The conductor can

set in his caboose and talk to the engineer with a radio. Well, before it was hand signals. <sup>Of course</sup> a train of boxcars or flat cars or somethin like that, brakeman could go over the top and get to give signals to the head end. But where you have logs in between or poles or any commodity, <sup>where</sup> a brakeman couldn't get over em, well that'd be out then. Well, they just had to get out and walk until they could get around the curve enough to know that the head end <sup>could see em</sup>. So you always get stopped, y'know, everything stops. But they don't like to do that unless they have to because then you get flat <sup>h</sup> wheels from sudden stops. Oh but right there in Bovill, that <sup>Bovill</sup> area I think they'd have at least three big units. I guess sometimes more. Diesel units, logs. Tie as many behind em as they could pull. But the train men there, the laws on em are changing some. It used to be sixteen hours, <sup>they called it</sup> the sixteen hour law. <sup>An employee</sup> A couldn't work more than sixteen hours. Now it's dropped down to fourteen a few years ago and I'm not so sure but maybe it's only twelve now. It's going to gradually get down. No, I think the train men bucked that pretty strong too but <sup>never</sup> theless it came.

SAM: How'd the sixteen hours work? Was it eight hours straight and then time and a half?

J H: Yeah, that's j<sup>u</sup>st about the way it was, yeah. But they don't go by time, they go by miles. A hundred miles is supposed to have been a day's work. And that was figured out, if you figured it down it would mean about eight and a half hours. So the <sup>train</sup> man's time and engineer too, it's all so many miles. They don't put the hours down. But it means the same thing but still for all it was <sup>all went by</sup> miles. A hundred miles, roughly, was supposed to be a day's work. And then after that it was an inch and a half they'd call it. So that's what they liked to get in on, that overtime. Of course they had <sup>other</sup> stipulations in there too about switching. <sup>Any</sup> switching they'd do before they left

the terminal. It's called terminal delay. And that was more miles per hour than the ordinary running. But switching in between terminals that was nothing more than just time consuming.

SAM: What did they call that time when they were stopped in a station?

J H: Well, they had a delay report. And I don't know <sup>as</sup> it's called anything more than station switching. But if it was the terminal, boy they went to work or there'd be terminal delay. But if it was a station that was in between the terminals it would just be nothing more than station switching.

SAM: Did they have to account for the time that was spent in a station?

J H: Every minute, every minute. They had delay report at the end of the day gives where they were and what they were doing every minute. Sometimes and quite often they would write down the five minute items, yeah. I don't know why it was called a delay report. It was the ordinary work that they'd have to do, but that's what it was called.

SAM: Do you remember what the wages were when you came?

J H: I remember what mine was. 1925 when I went to Bovill my salary was a hundred and fifty-five dollars a month plus express commission. And that express commission averaged those years about fifty-five dollars a month. You see a railroad agent is also express agent. And that's the way the express company pays you is on commission. You get ten percent of everything you handle. <sup>Money order</sup> sale of all this express traffic. So that's what I was getting. It would average about two hundred and ten dollars a month, something like that averaged which was good because oh, I don't know. A hundred and twenty-five dollars a month was pretty fair wages for other types of work.

SAM: Do you remember how many men were on a crew on one of the, let's say on the freight train, what the crew consisted of?

J H: Well, the engineer and fireman, and <sup>for</sup> most time, two brakemen, -head



brakeman and rear brakeman--and then the conductor. Once in a great while you'd see three brakeman but that wasn't regular. So that's about it, five men. Yeah.

(End of Side A)

SAM: ...That you mentioned the first time I was here about the conductor and the engineer that didn't get along at all. And I was thinkin maybe if <sup>you</sup> just didn't mention the names of the partucular individuals involved that that was quite a good ~~st~~ <sup>or</sup> y.

J H: Well, this conductor and engineer, they just <sup>couldn't</sup> get along and still they had to work together. There was no other way out of it. And I don't know how long that went on, but it w<sup>o</sup>uld have been for months. And this conductor, he was telling me, he says, "The only thing I ~~f~~ <sup>fig</sup>ured I could do was to kill him. That's what I was gonna do." And this particular day when they tied up he went somewhere, I don't know whether he went home, he went somewhere and he got a gun. And he had to walk back through some part of the town, ~~ed~~ <sup>e</sup> of the town to get to where he was gonna kill this engineer. And he met a brakeman that he knew quite well. And they talked and well, this brakeman <sup>just</sup> talked him out of it is all. It took a long time but he said, <sup>then</sup> when he got through talkin' he says, "I went back home and <sup>then</sup> it was out of my system. I didn't want to kill him after that." ~~B~~ <sup>u</sup>t I think that they never were on good terms <sup>afterwards</sup> ~~either~~ but it wasn't quite as bad as before. I think this brakeman sort of explained to him that well, relations wasn't good but maybe he could still live with it if he tried. So I think that's what he did afterwards, just tried to live with ~~it~~. I don't know why <sup>the man</sup> told me that either but he was a fellah <sup>h</sup>at you could believe too what he'd say. Yep, he said, "I'd given it a lot of thought. And I just <sup>thought</sup> that's the only thing that ~~I~~ can do. That's all

that's left to do," So he'd kill him. Well, I asked, I said, "Did you ever think what would happen to you?" "No," he said, "never thought about that part." But when he didn't say it, it seemed that he was thankin this brakeman, and just by accident that he run into this brakeman. Just happened to meet up on his way to the engineer's. The engineer and the fireman gets a little more time than the conductor or brakemen when they do tie up. They get a little time with the inspection or something about the engine afterwards. And that's why the engineer would have been there a little longer. Yep, that's the way that went.

SAM: Is it true that the conductor was over the engineer?

J H: Oh, yes. The conductor's in charge of the train. Yep, he is the boss.

Whatever orders he'd give, of course they would have to be within the rules. If he tried to tell an engineer to go somewhere and <sup>the engineer</sup> knew the track was washed out or somethin, why he wouldn't do it. But the conductor is in charge of the train and responsible for anything that happens. Of course a de-railment or an accident or a crossing accident of some kind, maybe an engineer might have been negligent about it. Well, that wouldn't involve the conductor, he wouldn't be held responsible for that because he wouldn't have been in no position to do anything about it. But generally speaking, the conductor is in charge of the train.

Little comical things happen sometimes. They sat right in front of the depot there in Bovill, the Milwaukee Railroad, see, is a big railroad, Chicago, Seattle. And this WI&M is approximately fifty miles. Well these two trains was switchin, workin around and all that, they came face to face on the main track. And they do have some rules that who is supposed to have preference and <sup>all</sup> this and that. But they just wasn't budgin there for a while and nobody was goin to give up. <sup>who</sup> was going to back up and get out of there.

And this one WI&M brakeman, he sat down on the rail in front of the engine and he told the other brakeman, he says, "Well, my railroad isn't as long as yours but it's just as wide."(Chuckles). Well, by that time, before long the conductors got together and when they did they had no <sup>trouble</sup> it was just these two brakemen. They got a little stubborn.

SAM: Were operating procedures uniform from railroad to railroad?

J H: Oh yes. Yeah, they were. There was very, very little difference. The rule book was the rule book and it seemed to apply wherever you went.

SAM: I've been told that one guy said that he'd wished he'd gone in the railroad work instead of logging because he felt he would have had more security and better pay. Do you think that's true?

J H: Well, it would depend, you know. If he could have worked steadily, well, yes. He'd a had more pay because the woods, there are a few good, high-paying jobs in the woods but generally speaking they <sup>lose</sup> quite a bit of time every year, <sup>for</sup> weather and what not. But the railroad, if you could work steady, but then you'd be up against that seniority again, you know. A new man starting up would have to expect to not be able to work steady. But oh yeah, I would think it'd be ~~much~~ better for somebody to start on the railroad than it would be to start into the woods. Because with railroad work you can generally work right on as you get older you're probably a little ~~more~~ valuable to the company through your experience. And there isn't that kind of physical strength that you have to have as compared to the woods. In the woods you ~~have~~ to be pretty able-bodied you know to hit that hard work all the time, you stand up under it. When you get a little old you've got to get out of there and then there's no place to go except for the few you know that will get to be supervisors of some kind but that's a small percentage. No, the woods is really no place for an old man. But on the railroads, train service, I guess they're gettin a little

about it now. But it was really horrible. Well, they had no rules governing it and some of those old engineers, y'know, pushin eighty years old and still runnin those engines. And they couldn't get em off of there. But these last years though they are doing something along with that Oh, it was hard for the union to do anything. SURE the young fellahs wanted to get the old ones off. But there wasn't enough young fellahs for the votes through the union. There were <sup>more</sup> old guys than there were young. And the engineers, they hung on to theirs longer than the conductors but finally then they compromised. Forced retirement <sup>we'll</sup> say was seventy years. All right next year it'll be sixty-nine and the followin year sixty-eight and then sixty-seven and then sixty-six and then sixty-five. Get down to sixty-five but it'd take about five years to do that. So somethin along that line, they went for that because it just didn't throw everybody out that was over sixty-five, y'see. It gave em a little time to think about it. So, I don't know, I believe maybe right now it's <sup>gotten</sup> down to where forced retirement on the railroad probably is sixty-five or not much more. But years ago they didn't have any and they should have. My wife had an uncle that was an engineer on the Milwaukee and he lived at ~~Mo~~bridge, South Dakota a long time. And he got to be number one engineer in seniority on the railroad. So his last years were strictly on passenger train<sup>s</sup>. And he visited us at Bovill one winter. He stayed all winter there after he retired and his wife passed away. And we were talkin there and I said, "Oh, Uncle Jim," (that's what <sup>my wife</sup> <sup>always</sup> <sup>called</sup> this fellah) you probably went to sleep too runnin those engines. "Never," he said, "never." And he turned around, "On passengers." Yeah, I have on freights." And then he started tellin me about the freight train. "I don't know why", he says, "everybody on that train went to sleep."

And we went through a station and we were about eight miles beyond it when somebody woke up! A<sup>nd</sup> when he woke up he didn't know where he was at . And then they got the others awake and it was at night and they did get back in. They backed into the station and they covered it<sup>up</sup> to where it never was reported. And he said, "They could have canned all of us. I don't know." Oh yeah, engineers on freights, what did they used to say? I've only seen one that ran in. He started goin up a grade and then he'd go to sleep. But just as soon as that engine pitches over the top they wake right up. The difference in the working of the engine. Yeah, get on the next one and they do the same. Well, they'd work sixteen hours and then they'd have to eat. And you just can't jump into bed the minute after you eat, y'know. You want to take a little time for something or other. And then in the morning--and you've only got eight hours in between there, y'see--in the morning you have to get up in time, shave, do whatever you have to do and <sup>eat</sup> breakfast before you go to work. So I don't know, but it would cut their sleeping time down to five and a half, six hours, I suppose. So you could see why they'd get pretty sleepy. Yes, I guess it's all right unless everybody goes to sleep at the same time. That's the bad one.

SAM: Well, how many days would they work before they'd get off?

J H: Well, they did bring in some rules on that too. And now I can't tell you the number of miles it was. I don't know now but there was a figure. And they'd reach so many miles in a month and then they were forced to lay off, they had a maximum of miles.

SAM: But in the old days these guys would work five days and then have a weekend off or would it be even worse than that?

J H: Oh no, a lot of those jobs were seven days a week. They were workin Sundays just about as much as any day. And for freight trains, why they <sup>run</sup> all the

time. And the passenger trains, there were less of those, the branch lines, however the main lines they, y'know, <sup>they</sup> operated passenger trains the same on Sunday as any day. They'd run every day. Holidays too--Fourth of July, Christmas, every day. But some of the branch line<sup>s</sup> wouldn't be running on Sunday but the main line passenger trains, Sunday was just another day. And they never got any extra pay for it either, Saturday or Sunday. The pay was the same as it was on Monday.

SAM: What sort of traffic did you have with passengers in Bovill, very many people?

J H: Well, it ~~was~~ enough to keep things going. I don't know, I couldn't come up with a figure but it was the only transportation in and out. And there'd be a number of people. Bovill, that was kind of a headquarters for where the lumberjacks would come to and where they would leave from after they quit or got canned or whatever happened. So, of course the passenger trains carried the mail on express and that all helped.

SAM: What did it cost to get down to Potlatch from here?

J H: Oh that was somethin that I'm tellin you, that is something. And I don't know how long before <sup>that</sup> I knew of it in 1925. They were charging five cants a mile on that WI&M Railroad. I don't know why it was they could charge so much, but when they were charging five sents a mile on all other railroads it was about two cents. But they come under the short line railroad. And short line railroads do have some special provisions for them that the interstate and other trains doesn't have. I was going to say \$2.65 from Bovill to Palouse and I think that's exactly what it was. If it was fifty miles it'd be two fifty but it seems the fare was \$2.65.

SAM: I would think a fare like that would discourage people from using it unless they needed to.

J H: That was the only way <sup>to</sup> could get there, y'see. No buses, the only other

way would be to walk. Very few cars in the country at the time and then for so many of the winter months from, oh late in October to well out in May there was no cars gettin out of town at all. Dirt roads wherever you'd go to and goin through the woods which ever direction you tried to go in. And they were wet soggy and <sup>you'd get</sup> stuck, there was no gravel on em. So people there, I'd say oh, late in October on an average year set their cars up on blocks, a piece of cordwood. And they'd set there. I heard one fellah <sup>SAYIN'</sup> he believed it was a good deal. "You get that car up on blocks and you get a chance to catch up on your grocery bill." Of course the stores there were always lenient on credit. Supposed to pay every month but there'd be different ones that you know and get in several months without paying. Storekeepers sure lost quite a lot there on the credit bills that people got out. Oh, one storekeeper there, old John Groh, he was an old pioneer. And he was tellin me about a family that lived at Camp 8. And Camp 8 was oh, roughly a mile and a half <sup>north of</sup> Bovill. But they called it Camp 8. One time it had a schoolhouse there, there was a little settlement and shops were there. But I guess there was two families that moved in there ~~the end of September~~. And they started trading with his store, and two families, they bought quite a lot of stuff and didn't pay for it. And then, this John Groh used to deliver out there, I guess it was once a week. He had a team and hack that he delivered with. He had a young lad doin it. But these two couples, the men come in and thought after they'd <sup>RUN</sup> credit for a month they come in and paid for it. And he thought he had a couple real good customers there. And they said, "Well now, winter's comin on and I know you probably won't like to be comin out there anymore than you have to. Snow'll be deep. Maybe if we could lay in the heavier commodities, it'd just be light stuff. . ." "Yes."

So old John, he thought that'd be a darn good idea. So they loaded up, heavy and everything. They got pretty good. <sup>And then</sup>, about a week or so went by and Charlie was down there at least once a week, but about a week went by and none of them showed up. So he inquired, "Oh, no, they left three or four days ago." They went out the other way. He never said any more. (Chuckles). Now those people wouldn't have been lumberjacks. They just come in there to do that kind <sup>of</sup> a job, y'know. Get a winter's supply of groceries. He didn't get any trace out of em anyway. Of course you know, the *phone* system wasn't much defending them. They had some I suppose but not much. And then a head start on <sup>you</sup>, he wouldn't know. Many years afterwards he was still pretty perturbed about it.

SAM: Madeleine Gorman was telling my wife that John Groh really liked a good joke, that he was quite a trickster.

J H: That Madeleine, you say, she'd be a niece.

SAM: She was Tom's daughter.

J H: Tom's daughter, yeah. Tom and John were partners for a while. Oh yeah.

SAM: Was John sort of a hot-tempered guy?

J H: He was kind of so, yeah. He got <sup>kind of</sup> hot <sup>collar</sup> under the all right. Never did with me, but I know he was kinda hotheaded. That was a funny thing, those two brothers. One was a German, the other was a Frenchman. And they were born in the same house. And then they had a sister, Mrs. Egloff. And her nationality was Alsace-Lorraine. All three born in the same house. But the countries had changed. (Chuckles) Well, the men, Tom and John, they got along all right but their wives didn't. Tom's wife was a <sup>really</sup> French woman from France and she could speak very little English. And John's wife was German, really German and she could speak English, she couldn't read or write English but she could speak it. But all this friction between those two women, they didn't get along good at all.



However, the two brothers <sup>run the</sup> partnership there <sup>for quite</sup> a number of years. I don't know how many, but it was quite a number. I'm sure they never had any trouble.

SAM: I was going to ask you about that time you mentioned when there was a train accident right by the depot there. <sup>In the winter</sup> was it?

J H: Well, we had several of the early trains there in the yards. And in the winter it was nothing to see three or four engines stalled when they couldn't go ahead or back. Trying to plow snow and they'd get in and get helpless. And then get off the track of course. Oh yeah, you'd see quite a few derailments around yards where they're within. But I don't know, the switch <sup>points</sup> sometimes don't close properly and <sup>Sometimes the</sup> wheels go on the wrong track. There was one deal there that was kind of comical. Oh, this was after the passenger trains was off. But the Milwaukee they'd have a passenger coach on this mixed train. And there was a fella that came to town the night before, maybe the day before, but he kinda got high-centered and he wanted to get the train out that day but he didn't make it. And he said somethin kinda <sup>blew</sup> him that night, so he wanted to make sure <sup>to make the train the next day</sup>. But he was still drinkin quite a little bit this next day. And he had his ticket in a pack sack and he set right there and he sure didn't want to miss that train that day. And there was <sup>a</sup> kind of a raised platform there. And right facin' out was the main line where this train would be goin by. And he set right there, but here was a doggone de-railment occured down at the other end of the switch so they worked around there and was able to back up and get out of town by coming through what they called the house track. Well, that goes around the back of the depot. And they was there a couple hours gettin the engine back on and what not. And then they pulled around back. And by golly...

(End of Side B)

J H: . . .and he was settin there <sup>Along</sup> side of his pack sack, and I says, "By gosh fellah, that brain's gone!" He said, "It never came by here." And it didn't. He was settin right there waitin for it but he was watchin the main line. Oh, I felt sorry for the guy but he wasn't one of those fellahs that dowe a lot of cussin or nothin. Well, he was sure runnin bad luck. That was the second day that he tried to get out of town. And now it was going to go to the third day.

Oh, I had another comical thing happen with one fellah. The same way. He got high-centered around there and he was broke. And he wanted to go down on the WI&M. So this WI&M train was, it <sup>was at Bovill</sup> <sup>about</sup> thirty minutes or something like that every day. And they'd come into Bovill and they'd "Y" and it took em about thirty minutes to do what they had to do before they left. But I talked to the conductor about this fellah, that he was broke and <sup>that</sup> if he could <sup>get</sup> him down to Palouse he could get a chance maybe to get out of there. Conductor was a pretty good fellah. "All right," he says, "I'll take him." So I told <sup>the</sup> <sup>guy</sup> when the train first pulled in I was out there and I said, "Now you get on there and stay on there. And you'll be all right. He's willing to take you to Palouse." "Okay," and he thanked me. And he got on. Well, the train pulls up the other end of the yard, y'know and they take water. This was a mixed train as well as <sup>passenger and</sup> they had a little switching to do, some cars to pick up and set out and then go around the "Y". Well, this guy was dead for sleep and what not that just as soon as he got on that train he fairly went to sleep. And then with all this swifin and "Y'n" back down and they stopped. And I just happened to <sup>be right</sup> out there on the platform, <sup>and</sup> there was a passenger coach stopped there. So he come turn off the y'know. And he looked at me and he says, "What? You here too?" Poor guy thought he was in Palouse! Yeah. Oh, yeah, you do things you shouldn't

do. I know. I had another guy there that wanted to get out of town one day. And we emptied boxcars there. And it was fall but it wasn't that cold. Of course they had strict orders the crew was not to let anybody ride and rightly so. But you know you have to <sup>do something</sup> sometimes. He wanted to crawl into an empty boxcar that was settin right there in front of the depot, the engine was switchin somewhere. "Oh," I said, "I don't think they'll bother you if you get in there and lay down." He was pretty shaky. He told me, he said, "I'm so shaky, when I get in there will you shut the door and lock it because if it jarred open the shape I'm in I might fall out that door." So I did. Shouldn't have done that. Oh, a de-railment or anything you know a man could get killed and his people could sue the railroad. But he <sup>did it</sup> as far as I know.

SAM: He even got out.

J H: But a conductor on that WIAM, a logger told me one time, he let a fellah get in the boxcar. And so why he shut the door. But he did this *intentionally* he told the guy, "I'll put you in there, I'll lock the door." "That's all right," the guy said, "just so you let me out when we get down to Potlatch." "Yeah," the conductor would and he meant to but he forgot all about that guy. And he never thought of him until the next **morning** after he was goin to work. He thought, "My <sup>gosh</sup>, I forgot to let that guy out of that boxcar." So the very first thing he done was go to that particular car and get the guy out of there. But that particular car, and you wouldn't see any more at all, <sup>it was</sup> a wooden door. The door was wooden, but of course the whole boxcar was wooden. But this fellah, he apparently had a good jackknife because he whittled right around the latch, hatch they call it, just a half moon in that door and he got it open and he got out of there. But this conductor said, "That's

prettiest, neatest piece of work I'd ever seen with a jackknife. He cut that just as nice as could be." But that's about the only way he could do it, you know. He said the door, it was in his favor, <sup>that</sup> they had the <sup>put</sup> railroad had out a new door some time or other and it was white pine. It wasn't too hard to handle. And he said, "That was a pretty job."

SAM: Well, I've heard that quite a few hobos road the rails. I mean hobos, I don't know whether they were lumbe[r]jacks out of work or down on their luck like these guys you were describing.

J H: Yeah.

SAM: Were there any jungles around?

J H: Yeah, in the earlier days there was jungles there. And they never bothered anybody though. In fact, oh down near the water tank there's a few trees and every day they'd see five or six or more guys in that jungle. And they'd have a little wash out. Their clothes would be hangin on a limb of some kind and a little bonfire going. And they'd be cookin up something. I used to <sup>have</sup> to walk by there in my work and up into the yard, check the yard. And I tell you, it was kind of enticing, I thought lots of times I just wish I had the time, I could just go in there and join them and set around and talk with them. But I never had that kind of time. But I've heard some of them talk, especially in the, oh you take now like this time of year. Somebody'd get somewhere, a garden or other and talk <sup>to</sup> somebody ~~of~~ of some spuds. And someone else would maybe get turnips or cabbage or carrots or somethin like that. And another one maybe would get to a store and maybe could do a little work for soup bones or somethin. And put it all together, you know, they'd come up with a stew. Then sometimes the stores would give em some of the old bread, y'know, <sup>stale bread</sup> that was three or four or more days old, that they'd have to throw out anyway. And they'd make out. But those guys if they'd get a meal, oh a good meal about

once a week I think it'd hold em, didn't need much in between. But yeah, they used to ride the <sup>rods</sup> pretty much. But then, I don't know, the railroads ~~come out~~ pretty strong against that and all employees had instructions not to have anybody ride. But they <sup>used</sup> to do it anyway.

SAM: Henry Benson told me that when he was on a railroad he always let em ride.

J H: Yeah. He was an engineer. Now his son is the number one engineer on that railroad, Max, yeah Max.

SAM: You said they didn't need more than one good meal a week.

J H: I don't suppose. Those guys that's on the bum you know if they get one good meal ~~a week~~ and <sup>then with a few</sup> <sub>1</sub> little fill-ins between, they'd make out. Oh <sup>sometimes</sup> sometimes when they start talking about the last time they eat they go back quite a few days sometimes. "Yeah, I had breakfast but it wasn't today and it wasn't yesterday. I don't know if I had breakfast the day before that." You'd hear that kind of talk. Oh if they could get a good and go and get washed up too, y'know, get their clothes washed up a little bit <sup>they'd hike</sup> out. I don't know, I guess just everybody couldn't be a hobo. (Chuckles). But there's a lot work at it. I guess they have a organization don't they of, not a union, but they have some kind of association any<sup>way</sup>. Oh yeah, yeah I think once a year they have a convention some place or other, hobos.

SAM: Did you ever notice whether the same guys would stick around there for very long or would it just be a stop for a day or two?

J H: It'd just be a few days but the next year you'd see the same faces <sup>back</sup> around there. No, they wouldn't stay long. They would kinda keep on the move. <sup>Once</sup> they got a really good feed and get their clothes washed up and then get to movin.

SAM: Were these guys then they were sort of a group of their own. They weren't like, say lumberjacks who were down on their luck, just had no money or anything?

J H: No, no a hobo and a lumberjack <sup>that's</sup> two different things, that's two different things. No, there was a fellah, and I got to know him quite well. In Moscow he was a banker, he was a cashier in one of those banks in Moscow at the time. And his wife, before they were married, she had been a schoolteacher in Bovill. In fact she was one of the very first schoolteachers. She'd be quite a bit ahead of my time. But now they were livin in Moscow. This man told me this, he said, "My wife and I was lookin out the window <sup>here this</sup> one morning and one fellah come along there and he started comin into our place. And I said, "Here comes a bum for a handout." My wife didn't say anything but she just kept lookin at that man comin. And then she told me, "That's no bum, that's a lumberjack." "Do you know him?" "No, I never seen him before, but he's a lumberjack." Well, that was the case. I let the guy come in. Yeah, he was a lumberjack." But she knew, from seein lumberjacks, y'know, and I ~~forgot~~ <sup>I think</sup> the rest of the story but he got to know the fellah and then he kept track of him too. But there was a difference. No, a lumberjack, he wouldn't go down along the track and get in the jungles, yeah. No, Spokane was the headquarters for the jacks. y'know. And I don't know what they done, shack up I guess. Two or three of em get together. Oh there'd be a percentage of em, it might be small but there'd be a percentage of the jacks that would save their money so they'd have a little money. They wouldn't be drinkin it away. And they'd generally be pretty generous about helpin another <sup>Jack that</sup> was broke if, y'know, he was a fair sort of a guy. Probably pay him back if he could.

SAM: Do you have any idea about why nine lumberjacks out of ten or better from what the lumberjacks tell me just blew in and that was the end of their year's earnings? I mean, have you got any idea why it was just so pervasive that money just went like that and there wasn't savings? Was it that they really

didn't care about makin money in a way or. . .?

J H: Well, they cared about makin it but they wanted to spend it. And they were generally people that didn't have any family ties, they were single to start with and probably lost most all ties with brothers or sisters, or any family. And I don't it seemed to be a thing of the nature of most of em that oh yeah, in the woods they'd say they would knit their socks and wear their clothes until they were threadbare and all those things to save everything they could. But it keeps workin on em. And the bosses would know certain ones that would get on edge, y'know, and cranky, mean. They knew that that <sup>a</sup>certain guy had to get out. And he'd get out and he'd go and have himself <sup>this</sup> big drunk. And when it was all over and he was dead <sup>broke</sup> and borrowed all he could and spent it he'd go back to work and do the same thing over again. Same old cycle. I don't know why but that's the life of the lumberjack. Of course I'm not talking about a hundred percent, but the big majority. That's what they worked for. (Chuckles). Well, he'd be a pretty big shot, y'know. Get <sup>along a bar</sup> and "Timber", say it loud, y'know. Everybody'd race up to the bar to get their drink. And a lot of them themselves would say "That foolish guy, y'know." And still they'd take his drink. "Well," they'd say, "if he wouldn't buy it for me it'd be someone else." But generally speaking about what they <sup>w</sup>ed they were fairly honorable. And they'd get back to work. Oh yes, that's one thing they had to do, a must with em. They ~~had~~ to pay those debts, y'know. They'd get to work and they'd have to work quite a while to clear up what they'd borrowed on their last drunk. They'd always get ~~that~~ paid, they'd seen to that.

<sup>Be</sup> cause they knew if they didn't they couldn't borrow it from the same people again. So they'd <sup>get</sup> that paid off and do it all over again. Well, there's no more lumberjacks around this part of the country. I don't

if there are anywhere else or not. There are sure none around here, *they all died off*

. The lumberjack now is a young married ~~man~~ with family.

Drives his car as close to work as he can. And he's got a power saw and he's drivin a cat or a <sup>dozer or a</sup> loader or a truck or somethin like that. They tell me a lot of them in the woods nowadays don't hardly know what <sup>an axe</sup> or a peavey is because of so much machine work. But those power saws, I guess they knock down more logs than eight or ten sawyers ~~could~~, maybe more.

SAM: When you're talkin about times changing it makes me wonder when you were first there in Bovill, when you first came, did they talk much about the old days then, I mean Bovill was twenty years old then.

J H: Yeah.

SAM: Did they talk about the start of the town and what it was like back then.

J H: Oh yeah, yeah. sure. I know one woman, well, she was working for Bovills that the town was named after because the town was on part of their--I guess it would have been a homestead maybe. But she was just working there. And she said that this place here was where the boats used to tie up. Well, that's before the railroad ever come through. And so there's a big meadow there. And for a lot of the year, spring and fall, I guess, it was covered with water where the boats used to tie up. Well, when the railroads come through it split that, y'know, and <sup>diverted</sup> that and channels were formed. Oh yes, I've heard them talkin about goin right through Bovill when Bovill wasn't hardly anything, just <sup>e</sup>sombdy livin there and go around to Collins which'd be probably two and a half miles north of Bovill. There was a post office there. And it went right ~~through Bovill~~. But then later Bovill became the post office. And I think at that time the mail probably used to come out of Troy because that railroad, the Northern Pacific, went to Troy quite a number of years ago. I don't know just ~~when~~. And I think that was the rail head. Palouse is quite old too. I don't know what ~~they did to that~~, but Palouse was Northern Pacific as well, y'see.



So no doubt Palouse <sup>would have been</sup> there with the rails sometime before there ever was a Troy.

SAM: Yeah, I think that's true. It was in the 1880's. Did people talk about the early days in Bovill, like the days before prohibition had come in there?

J H: Oh yes, yeah, there was a . . . You know, they'd point out to you where the saloons used to be. They weren't on Main Street. They were mostly on the back street. <sup>It</sup> was the same block but on the other part of the block. So the saloons were mostly along there, had quite a number of em. <sup>yeah</sup> Oh I guess that would have been the real days. (Chuckles). To have seen things there. Because the woods--oh they were logging right back at Bovill <sup>at</sup> one time, and the logging camp just about there in the park. <sup>Up the other way around.</sup>

I don't know, you've talked to some of those younger people up there though, like maybe the Cranes.

SAM Very briefly.

J H: I couldn't probably supply too much either.

SAM: I was just curious about the kinds of things that they used to tell about it when you hadn't been there very long. I was wondering was sort of tradition sort of had come down from those early years.

J H: Well, when I first went there the logging wasn't too far out of Bovill. You could walk out to a logging camp easily, three or four miles. Of course those saloons. And there were some businesses that had, I guess, been pretty good but had closed out then--a clothing store and a few things like that. And they had quite a lot of business there at one time. Well, you have to have a little of everything, y'know, when there's, you couldn't get in or out for so many months in the fall, winter and spring. In those days they had a doctor there too and a hospital. He didn't amount to much but still for all it was a hospital and a doctor. There was only one doctor there, didn't matter what it was, he had to do it. He said to himself, he sure got a lot of experience there.

Kinda too bad that he didn't know more about it but he would have to go at it, y'know. He certainly wasn't stingy with the knife, that Dr. Gibson. Good doctor, good fellow, all that. Well, they'd drag somebody in there, my gosh, y'know, you got to try <sup>and</sup> save his life. And if cuttin his leg off would do it, well that's what you do. I imagine that he cut off many many legs that nowadays wouldn't have to be done. He didn't hesitate to saw off a leg. He said to me one time, he says, "I'm not stingy with a knife. I guess he wasn't."

SAM: Did they ever talk about the old management people? Bill Deary, was he gone by the time you got there?

J H: Yeah, I never seen him. He was probably the first general manager in that area for that Potlatch Lumber Company. I think he probably was. Well, there was a story about him, that's before the railroad, the WI&M Railroad, the Potlatch Mill or anything was established there. The Weyerhaeuser people were all out in this area and the plans were formulated to put in a mill but they didn't know just where. And some of them had thought about Moscow, some of the Weyerhaeuers. And because there were two railroads there at the time anyway, the Northern Pacific and the Union Pacific was there. I don't think that Inland Empire was in there yet. But they had a hotel room in Moscow where the board of directors of the Weyerhaeuser people were all out there from St. Paul, that's where <sup>their</sup> headquarters <sup>were</sup> there. And this Bill Deary he was out around town scoutin on around and he come back to the rooms that they had and were holdin this meeting.

(End of Side C)

J H: He hung around town and of course he was down on the totem pole a ways, y'know,

these were the big guys, the Weyhausers that the vote meant something. And he got back in the room there and it seemed like they'd decided that that's where they were going to have the mill, in Moscow. "What?" he says, "here in Moscow? There isn't water enough in this town to baptise a Baptist bastard!" (Chuckles). And he threw down whatever he had in his hands and that's all he said. And they didn't put the mill at Moscow. They got it over there in Potlatch on the Palouse River. That was quite true. There was no water in Moscow, and there isn't now. I don't know why those people ever thought about that, but after he said that, it rang a bell with <sup>all of them,</sup> they knew. Sure they had the railroads. But it was only ten miles up from Palouse to Potlatch to build a railroad. And <sup>then</sup> the logs come down that draw just as well and better than they could through Moscow. But I guess he was quite an old guy. I don't know how long he was general manager there <sup>but</sup> he had done <sup>the</sup> pioneer work.

SAM: I was wondering about the CCC's and what you remember about them.

J H: Oh, that was quite a deal. There was no work, of course, around there, nothing so that Potlatch Company was shut down tight. And there wasn't a speck of work. And I think that must have been, let's see, early summer of '33 I think the first CCC's that <sup>came</sup> in there. And Roosevelt, y'see, was elected in November of '32. Yeah, I think it was about May or maybe June of '33. And oh they sure crowded up that branch. I think it was eight passenger trains in one day, and they were long passenger trains, sleeping cars on all of them. These CCC's had come <sup>from</sup> that route and mostly from New York and New Jersey. And they just got <sup>them there in</sup> about the woods. It was all under the United States Army. And they were regular army men too that was handling it that year. Later they were, oh, reserve people. But it was regular army captains and what not the first year. And oh yeah, the camps, oh probably as many as five. They was right around here, you <sup>might</sup> say a stone's throw <sup>from</sup> Bovill and five or six miles out. Blister rust control. Ribies, Pulling ribies.

SAM: How did these kids take to the woods?

J H: Oh, a lot of them quit, y'know. They'd never seen woods before. But some, you know, <sup>some</sup> stayed on. But there was many of them going back. Every day there was some of them. But when they'd quit they'd get transportation home. Oh, I remember the first day that they ever came in there. And then this was sort of late in the evening but ~~in~~ daylight. And a whole bunch of them was over there on Main Street. And <sup>on</sup> a kid, he reached down and he touched the sidewalk. Well, it was concrete <sup>cement</sup> sidewalk there on Main Street. That was about the only cement there was in town. It was ~~there~~ and he looked at another kid and he says, "Cement! Cement!" It was strange <sup>for him.</sup> ~~They~~ all had ideas, y'know, that when they got out to this stop that they was really, really in the wilderness. <sup>That's what they thought.</sup> But there, y'know, electric lights and cement sidewalks. (Chuckles). ~~But~~ they set up those camps and they hired a lot of people around Bovill for overhead; you might say, what would they call em--not gang leaders. But oh, they'd have to have a man with every five or six of those young fellahs, you know, whatever they were doin. They had another name for that. And then they had to have foremen and they had to have superintendents, that was all civilian. But that took up a lot of the slack in the unemployment. And then, our young fellahs they couldn't join em that year. A couple of years later they could, one year later, maybe. But oh yes, some of those lads, and some of them stayed there, y'know and got married. But oh, ninety-five <sup>percent</sup> or more of them <sup>C's</sup> were through well for the season, they all went back. Then ~~they~~ had to have just as many trains up that branch again to haul em out as they did to bring em in. My lord! Those trains, y'know, just a couple hours behind each other. It was an awful day on the railroad.

SAM: Was there a lot of jokes floatin around about these greenhorns that didn't know anything about what they were about?

J H: Oh yeah, sure. Yeah, that's always the case, y'know. But there was a lot of those lads, those CC lads that had never had a job, ever, y'know. They didn't know what it was to work for anybody 'cause they'd never had any jobs. And some of them just couldn't become accustomed to being told what to do. ~~It~~ wasn't the way they ~~had~~ lived. And oh, some of em only'd be there a few days and away they'd go. And others stayed on pretty good. And there was a lot of good lads in that bunch, y'know. I guess they were all pretty much all right. I kinda felt sorry for the negroes. They had, I don't know how many, but not too many, maybe twelve or fourteen. But they kept those all in one camp. But they wouldn't let em come in to town. They couldn't come to Bovill because the overhead said that Bovill was too small a town. But oh, I don't think they done it once a week, <sup>but maybe every other week</sup> they'd take a truck and they'd take the whole bunch of them to Moscow. And I think there was a CCC Camp right on the edge of Moscow and that's probably where they housed em overnight and then they'd bring em back. *For work Monday.* As far as <sup>Bovill,</sup> they couldn't come in there at all. And that was the only reason that I ever heard given was it was just too small a town to turn that many loose. <sup>I don't know,</sup> my wife and I and another couple was invited out to this particular camp one Sunday where the negroes were held. And they were just settin there eating at one table and they didn't seem to want to talk to anybody at all. Well, I guess you couldn't blame em. I didn't, I felt sorry for em but I didn't know what to do about it. Well, they'd eat and just as soon as they got through eating they all disappeared back into their quarters <sup>ever got</sup> wherever it was. But they didn't have any trouble. I don't think they <sup>^</sup>any trouble in Moscow either. I never heard of any if they did.

SAM: That's too bad.

J H: Yeah, yeah that was bad.

SAM Did you ever know any negro lumberjacks besides Joe Wells. Do you know of Joe Wells at all?

J H: I know of him, y'see, but again, Joe Wells was ahead of my time. But Chuck Wells, and I guess Chuck was his son, but older than I am. He was around, in fact I knew him quite well. They lived out there, y'know, just a half mile or a mile out from Deary toward Bovill. I heard they were, and I don't know if it'd be true about that Joe Wells. Let's see. This was in Deary<sup>but it's</sup> before Deary was a town. It was kind of a half-way house there, and I guess it was supposed to have been in Deary though. But the fellah that told me this was a real, honorable, truthful fellah. And this was a half-way<sup>house</sup> and Joe and maybe his wife was kind of running it or at least he was working there or somethin. But there was one fellah that got untily there and a fight started and they were both down there on the floor. But this Billy that was tellin me, and Joe was on top and he lifted his fist like that to drive one at this guy's head and the guy seen it comin and he just shoved his head out of the way of the fist in time. And this Billy says, "That fist of Nigger Joe (that's what they called him) went right down through the floor! And it was an ordinary floor." Well sure it was probably only single boards but he said, "His fist went right down through the floor. Now that's how strong he was. He was known to be an awfully strong man. It was sure lucky for that guy because if that blow had ever hit him." No, I can't really, putting my mind to it, it does seem that I did see Nigger Joe but I don't know.

SAM: What about Chuck? I heard he was a pretty strong fellah too.

J H: Oh, no doubt. But I never heard anything like. . .

SAM: Did he log for a livin'?

J H: Oh, I suppose he did at times but more or less probably on his own, a gyppo deal, you know. You get so much a thousand for gettin in some logs. He lived down there, oh I don't know, it's probably half-way between Deary and Helmer he had a place. And he couldn't raise anything there. I don't know, he may have had a little livestock but I don't think he worked in the woods very much but sure he would have settled. Oh, his wives, I don't know, he had two or three of them divorce him, run away from him and what not.

SAM: Were his wives negro?

J H: Yeah, yeah, they were all negroes. But I don't think they were able to get along. And Chuck used to drink pretty heavy, I know that. He wound up his last days in the nursing home in Moscow. Yeah. What kind of a deal did you have yesterday with Joe Maloney and Dan Murphy or did you?

SAM: I did. (Pause in tape)

J H: <sup>Durkin</sup> used to, I think it was at that time probably five cent beer. But he'd give em almost a meal with it. There was a lunch there; there was crackers and cheese and what not. And so they could go in there and fill up on that. Oh, I first come to Spokane I <sup>went</sup> into that <sup>Durkin</sup> place and little Jimmy was quite an old man then, and I noticed the times that I was there, not too many, but just killin time in there. And he come in and right behind the <sup>counter</sup> in the front window, he had a little raised platform there ~~at~~ a chair. And that's where he'd be. And he always wore a straw hat whether it was winter or summer or otherwise he had a straw hat on. But all the jacks he knew, old Jimmy Durkin. I guess he done pretty well in a day. In fact, that place no doubt has been demolished <sup>now</sup> for quite a while. If it hadn't a been Expo surely would have taken it out. That street'll never look the same again but it's all for the better.

SAM: . . .About the school there. I see that you were head of the school board when they had a school, and I was wondering a little bit about the school leaving Bovill, the high school leaving and how that came about, and whether that was a blow to the town?

J H: Well, it was during the consolidation of school movement that was on all over the state at the time. And yes it was and the town was quite divided about it. There was some that thought, "Well, I guess we don't have the population enough, student population to really maintain the school." And then <sup>the</sup> others thought, "Yes, we did have." One of the plans was that Ek River come to Bovill. However they're in <sup>a</sup> different county but that could be done too if they were willing. And Clarkia was wanting and beggin to come. And we thought that <sup>like</sup> about Helmer could come into Bovill. Well, that would have made it a good-sized school. And then Deary and Troy could have gone down there, whatever they wanted to do. So there was quite a division of thought in Bovill, what to do. But then, oh there was a board, county board to evaluate and recommend <sup>where and</sup> what schools to consolidate. And that was what they came up with was Bovill. . . There was kind of a compromise there too. But <sup>ANYWAY,</sup> it wound up with Bovill, Deary, Troy would be together in one district. Troy would be the seat of government. Deary would maintain the high school as long as it was feasible to. Bovill, grade school only. But then the school building, it was a brick building, three story, and oh that building looked just as nice on the outside as the day it was built. But the floors were sagging, I don't know, I never was satisfied that that building couldn't have been renovated and repaired. But they had different architects look it over and come up with appraisals of what it would cost to do all this. <sup>Inside</sup> the floors were all sagging, cheaper to <sup>JUST</sup> knock it down.



So that's what happened. And we had a bond election there to build a new grade school. And there was quite a lot of interest to try to do that too because they didn't think that the district would vote to do it. But they did and by quite a good-sized plurality. So they have a grade school. But that would have been a pretty good set-up. And now, you see, Elk River, why their school population is so few you that if it wasn't for the federal grants that they get because of being able to qualify as--I forget what they call it. There's a name for it. It comes under that category of school districts, the unfortunates <sup>setting alone</sup> and all that. Distress area I believe maybe they call it. That doesn't seem quite the right name, but as they keep gettin this federal grant they can keep that school going but that could quit any year, just any year. And if it does it's a long ways to transport those kids to probably Orofino. And you know you don't have that kind of highways through there either.

SAM: Did the town of Bovill vote to consolidate?

J H: They didn't have a vote. Let's see now, the whole area voted. And they come to this compromise arrangement about Troy, Deary, Bovill. And then the whole area voted. And it was carried that that, what to be done. but that was on the recommendation of these five people. I forget what the title <sup>now</sup> they carried. I think they were people that were <sup>appointed</sup> by the state superintendent of schools. I do believe. <sup>Governor?</sup> What did they call it? Asbury and Asbury, I believe that's the name of the plan that hired specialists to work up the county and see what was best.

SAM: And this was after the war that this happened?

J H: Yes, but it seems just after.

SAM: Did it have much effect on Bovill to not have a high school there?

J H: Oh. I don't know that the town would have grown otherwise. It certainly

hasn't since. It may have, you know, been a better town had the high school remained there. And I guess there would have been some more people would have stayed there but really <sup>there wasn't</sup> no great change because it wasn't a long distance to transport the kids just to Deary, you know, ten miles. So I don't know but. . . Now Deary seems to be growin' along a little bit every year and a little bit better town. And Bovill is just going to go the other way. School has something to do with it. <sup>Troy, they</sup> try to move the high school out of Troy, like to consolidate with Moscow, you'd have to do it over a lot of dead bodies in Troy. Yeah. But I don't know, they had an awful battle there for years, <sup>what they call a</sup> <sup>battle</sup> build a new school. One time they thought they had it pretty well settled about half-way out there between Troy and Deary and that fell through. I don't think that would have been very good anyway, y'know. Everybody would have had to have been transported then. And no incorporated town out there, no facilities, no water, sewer, nothin. You'd have to have a custodian day and night the year round. So I guess it wasn't. . . But for a while they thought, "Yeah, <sup>there's</sup> the answer." Because some towns have, you know, when they couldn't agree they'd finally half-way.

SAM: If you looked at Bovill's past is there any time that you think would stand out as being the best time for the town?

J H: Well, I <sup>d</sup> <sup>SAY</sup> <sup>^</sup>, before the Depression. I would say that, yes, along probably in about '29. '29 was quite a banner year. There was a lot of things going on, a lot of woods work, and the Potlatch Company built quite a long piece of railroad into the <sup>Park</sup> country. And they had those contractors <sup>Morrison - Knudson</sup> that graveled it. I guess they built it, crushed rock on it. A lot of activity around there. Everybody workin. Things were goin fine but of course as you know that's the year of the stock market <sup>bust</sup>. No that

didn't happen till '30, did it? '29 was the boom year. So '29. That would have had to have been that <sup>dry</sup> spell there that was the best activity around there. Businesses was goin pretty good. Lots of employment, put gravel on a lot of the streets for <sup>all of</sup> near Bovill <sup>I guess</sup>, gravel on the highway. Oh, I'll tell you, great things (Chuckles). But after the Depression it never, never really came back. Of course during the war everything was filled up there, you'd hardly get a room but that was the case everywhere.

Those merchants you know, anybody that had anything to sell during the war they really had it made because you didn't have to sell. All you had to do was <sup>to</sup> try to buy some goods, you'd get some goods in your store and it'd go just like that. Yeah. Well, I hope we don't have another Depression like that last one. But some of these <sup>ECONOMISTS</sup> that are talking, they say, "I don't know. I don't know." The stock market is goin down, down, down down. Tonight's news it's under the seven hundred mark. Now I don't know how they evaluate those figures but starting with a thousand, now it's down under seven hundred for just so far this year. <sup>It said</sup> It means that a third of the value is wiped out in the last year. I don't know, I figure it isn't going to make or break me but that's <sup>was</sup> caused the trouble in the other one. <sup>But they said it can never happen again.</sup>

(End of Side D)

SAM: I'm wondering, how did you wind up doing so many civic things around Bovill?

How all these different responsibilities. . .?

J H: Well, one things leads to the other. The very first, outside the railroad was village clerk. And then the next thing that I took on was secretary treasurer of the highway district just because it became available and

the <sup>people</sup> that they'd give me the job, they said, "Well, you're in a good position. You're <sup>handling the village</sup> accounts, you might as well <sup>other</sup> handle this. And <sup>then</sup> now, that's just the way it goes. <sup>you</sup> know, it's so much easier to be a big frog in a little puddle than it is a little frog in a big pond. (Chuckles). Well, yeah and then of course you come along. Well, let's get a justice of the peace here now. Justice of the peace, well how about it? You let your name go on a ballot and you're elected and then you've got that.

And that's the way it is, it just keeps on. Oh you're in a good position there to do it. Kind of interesting too when you get into those things, you know, you kinda like it too. Then oh, I was city clerk there for twelve years. Then I was on the council. <sup>for awhile</sup> And then I was still on the council but then mayor for a while. All in all in twenty years with the village.

SAM: Did you get any insight in that time in what makes a small town like Bovill run? How it runs?

J H: Oh well, I don't know just how you mean now. How or why?

SAM: Oh no, it's gotta run, but I mean how things do get done?

J H: Oh well sure, you know, you know how much money you're going to get before you get it. And you figure <sup>out</sup> your. . . Have to have a budget and go by it. And that's about the only way you can do. Levy your <sup>sure</sup> taxes, <sup>you know</sup> they won't be all paid but the tables, the percentage that's based over the years you know about <sup>just about.</sup> how much you've got. So you know pretty well. You have a fixed income and you can only spend so much. Oh it's kinda easy to run financially. Sure there's sometimes, you know, you'd like to have a policeman, should have a night man. <sup>Do we have the money?</sup> Well, if you don't have the money <sup>we</sup> don't have it.

a night police. You just can't spend more than you take in. So those first years we it wasn't hard to balance the budget. And had <sup>quite a bond too,</sup> to pay off. When we got that paid off then we had a little more to spend. And that highway district too. It wasn't bad. When they formed that highway district about 1920, I guess, bonded the district. But the bonds were issued <sup>that</sup> they could not be redeemed until a certain date. And at pretty high interest too. They could not be redeemed. Oh they went along you know, payin the interest but not accumulating anything, in fact I think it was unlawful at the time too. You couldn't levy more than what money you needed. Well, then all at once here these bonds start comin due and your interest as well. We couldn't pay em, we paid a few, yeah.

And then we got <sup>all the</sup> big stockholders together and re-issued the bonds at a lower rate of interest and <sup>strung them over</sup> <sup>Period</sup> out another years but with the provision that you could pay em off anytime you wanted to. Well, we got those paid off but while doing it, you know, couldn't do hardly any work at all. Just prepare is all you could do. And get those bonds out of the <sup>WAY</sup> then you started gettin a few roads. No, it isn't too hard to figure out. Oh, <sup>there's</sup> always in a small place, you know, there's difference of opinion and it's good that there is. And no matter what you do, you know. But you know that before you start. You're not going to satisfy everybody. If you satisfy the majority, why that's pretty good.

SAM Did very many people take an active interest in the running of the town or was it a few who did it?

J H: Oh every election, of course there'd be new names that would run for election, but sometimes more than likely the old heads had <sup>been in there</sup> <sup>re-</sup> would be elected to keep on. But, oh yes, they took an interest because every once in a while there'd be

petitions and you'd have to do this and do that. And well, call a general meeting and explain, you know. And it always comes back to what you going to pay <sup>it with</sup> ? "Sure, we can raise your water." "Oh no, we're payin too damn much now!" (Chuckles). <sup>about</sup> That's the only thing we could do in the village in the <sup>near</sup> years was raise the water rent. And when it'd come to the fall <sup>when</sup> we'd levy the taxes, what, nobody wanted to spend any more taxes and you didn't blame em. <sup>WANT</sup> everything, but it's always been that way.

SAM: Do you remember <sup>what</sup> anybody was petitioning about? What any of the things were that were desired?

J H: Well, there was one there about hard-topping some of the streets. There was a petition about that. But the ones that <sup>started</sup> it, they had no idea of the expense of it. And then where are you going to do it? You just can't pick out certain streets in a small town, you know, and do somethin. And some <sup>body'd</sup> "Ohh, why didn't they do that to my place?" And so as far as hard-toppin Bovill, no, all there is is that main drag and that is generally known as the business district, downtown. The only way we ever got that done was the state one time <sup>had some work</sup> see, the state highway goes right through Bovill, and they had their equipment and everything there. And the state can do work like that if it's adjacent to their work. And it'd be at cost. So we got our main street's business district hard-topped by the state and just at <sup>a</sup> cost <sup>basis</sup>. But they couldn't have done it if there'd been a separation, a quarter of a mile or anything away from the highway. But as long as it takes off from their highway, then they can do it. So oh somethin like that, people, you know. "Yeah, it's pretty nice." Why  
 didn't you do it twenty years ago?" "We just couldn't do it twenty years ago because the state hadn't hard-topped theirs through there. (Chuckles). No, there was never any big things there, I never... Nobody was

ever thrown out of office there that I know of. Some wouldn't be successful in re-election. But I guess I was lucky, it never happened to me. I was elected every time I run for somethin. But <sup>I</sup> started <sup>TAPERING</sup> off on those things <sup>when I knew I WAS GOING TO</sup> retire and didn't want to be tied down.

SAM: Do you know when that town started to be a Democratic town? I've noticed that it goes very Democratic in the elections nowadays.

J H: <sup>went to</sup> When I first <sup>to</sup> Bovill it was the other way around. But I believe F.D.R. was the turning point. When F.D.R. was first elected because oh people were so bitter against Hoover. All they had against him was the Depression. That was bad enough. Oh Hoover. "Don't mention the name!" I believed for a while there that they disliked Hoover worse than they did Nixon before he got out. And <sup>then</sup> Hoover kept on living, my golly, he got to be a pretty respectable guy before he died. I think some of them probably began to realize that the man couldn't do anything about it. He was tryin. And people around him <sup>that</sup> know what to do. And that's what we're into now.

This inflation, I'm sure nobody knows what to do about it. If they did they'd get started a doing it. But they just don't know. And when you don't know yourself you can't go <sup>and tell someone</sup>, no.

SAM: I wanted to ask you one thing about Potlatch. <sup>Forests</sup> And that is, my impression has been from talking to a number of people there was real mixed feeling about Potlatch. On the one hand there's a respect <sup>and the</sup> on other hand. . . I think the best way I can put the feeling that people seem to have is that they were cheap, you know, that they wouldn't give a guy any more than they absolutely had to. What your way of looking at that? Are ~~both~~ those things sort of true?

J H: Yes, they are. Now about the scaling logs. They could say your way and the correct way and then the Potlatch way. <sup>Well</sup> the Potlatch way is the way you've gotta go by. I don't know enough about scaling logs because

I never scaled any. But I've heard so many talk and even scalers working for the Potlatch that no, they don't believe in the system but it's the Potlatch system and if you're going to work for them that's what you gotta do. And the <sup>sawyers and everybody says</sup> "There's so much there, you know it's by the thousands, most of the work is by the thousands in the woods. And you've gotta take the <sup>way they want</sup> scaling. And it sort of always has been that, and we call em cheapskates and what not, but still they are a big outfit, y'see and the big reliable. And you know, quite a number of people had worked for em and would get beaved and quit and they'd go workin for some small <sup>maybe</sup> gyppos, for a few years and then somethin come up there and pretty soon you'd see him trekking back to the Potlatch. So, yeah they continued to work for em and still there wasn't that much love for the company because they're big and oh, they can dictate, you know. They can control ya, and they <sup>Just like</sup> the scaling. <sup>there is that,</sup> If you don't like it go somewhere else. <sup>so,</sup> but I guess that would probably be true with any big outfit, maybe, I don't know, probably would. Yeah, it was Papa Potlatch.

SAM: Is that what they called it?

J H: Oh some, yeah, Papa Potlatch and he hears his <sup>s</sup> <sub>A</sub> mater's voice. That's what they'd say. But over the years you know they've kept up a pretty steady employment. <sup>Outside of the little</sup> periodic shut-downs that they have every year and that's all right too, I guess. They do it at the time of year. I wouldn't like that if I was working for em as a foreman or any of the overhead <sup>re</sup> supervisors because while they <sup>re</sup> shut down in those spring months that's when they overhead has to take their vacations. Well, you know ordinarily you don't like to take a vacation in February and March. But that's what you gotta do. Because when the good weather comes they're going to be workin. So they <sup>do</sup> that. But of course they'd be paid vacations, I don't know what they'd get now. They must get at least a month now of paid vacation, maybe more.



SAM: The overhead?

J H: Everybody. Well, no, I'll correct that <sup>to</sup> say overhead because I don't think the contract workers, no I don't think they <sup>id be getting</sup> that. But I'm sure of the overhead foremen and anybody up in there <sup>would</sup> probably get a month.

SAM: I have one more thing that I want to ask you and that's the story of the clock here. How you came to get it and what you know about it.

J H: Oh, well of course the clock was, when I was agent to Bovill the clock was installed. We had another clock and it went haywire and they sent it down to Potlatch. They had a jeweler at the time at Potlatch. And he looked the other <sup>ONE</sup> over, "No," he said, "it's just worn out. There's no need to try and do anything with that." So they got a new one that was ~~this~~ one. I presume it was new, <sup>looked</sup> new. And they sent it up to Bovill. And it was there all those years--forty at least. And then when I retired and I told the agent, "Now, that's a <sup>thirty day</sup> clock and it hasn't been stopped in many years. It hung up kinda high. The ceilings there in the depot were real high but I told em just how I did it, easy job if you knew how to wind it." "Yeah." Well, I was gone three months and when I got back to Bovill ~~one~~ of the first things I done was go down to the depot and there the clock was stopped. And I said, "George, you didn't wind that clock." "No," he says, "and that's only half of it. I'm not gonna wind it." I says, "How come?" He says, "You're the only one that's ever wound that clock." Well, <sup>I really</sup> hadn't thought of that myself but when I got to thinking back, yes, I was the only one that ever wound that clock. Because on my vacations, three weeks was the most I ever got and I would always wait till <sup>after</sup> the first of the month to get the monthly reports out of the way before I would go on vacation and then arrange to be back before the end of the month to get them out.

I'd wind the clock before I could go and <sup>it was still RUNNING</sup> when I got back.

"No," he said, "it's your clock." "Well," I said, "how do you know it is?"

"Well," he says, "WI&M said, 'It's your clock' " "Well," I said, "the WI&M hasn't got all the say about this. The Milwaukee owns half of that clock. The WI&M can't just give it to me." "Well," <sup>alright</sup> he says, "I'll contact the Milwaukee. You come back in a few days to see what they say." So I come back in a few days or a week. "Okay," he says, "I cleared with the Milwaukee. It's your clock. You better take it before someone else comes along and takes it." So, okay. I took the clock home and that's how I happen to have it. When I sold the house <sup>at</sup> Bovill and the wife of the people that bought it was lookin the house over and, "Of course," she says, "the clock'll go with it." And then she chuckles a little bit too <sup>when</sup> she seen my face. "No," she says, "I know I couldn't be that lucky." (Chuckles). So that's ~~about~~ the clock.

SAM Had that clock been stopped before during the years you were at Bovill?

J H: I've never known it to. I've never known it to stop. No, I don't think so.

No, it was, <sup>got</sup> right now I've a little can of kerosene settin down there in the bottom. And just the fumes from that is all the lubrication that that clock needs. If you try to even the finest of <sup>a</sup> witch oil, if they have such a thing, I suppose they do, it would still be too heavy and it would get gummy. <sup>but</sup> Just the fumes of that kerosene is just all the lubrication that needs. And that's been doin it for many, many years. But I'm sure it's the kerosene that does it. And it does keep good time. If you was to call TI-48900 on that phone and <sup>square</sup> it with that you'd just be within a very, very few seconds, I know. Well, that's how I have the clock. (Break)

J H: I wasn't goffin off. <sup>way</sup> is was, it was on a Saturday. And I had to cashier and I had to baggageman. And this fellah was sheepman. And he had <sup>I think</sup>

about eight carloads of sheep to load and get on this train that left at 1:45. Well, this train was also the mail train, see, and passenger. And they had a connection at Palouse that they wanted to make by all means because if you don't get the mail through, well, y'know, pretty soon maybe you won't have the contract so that's important. But this day this sheepman watched them unload. Some days and nobody knows why, some days those sheep can have one sheep go up, especially in the top deck, y'see, it was two decks. On the lower deck they go up pretty good. But the upper deck, it's a little higher and they'll take a bale of sheep up there, y'know. And there were others that were afraid. They'd get up there part way and they'd stampede back down. And why, you almost have to carry em in till you get a certain number in and then in they'll come. But then there's other days that they'll walk right up there. Nobody knows why that is. And they do it the same way each time. But there's days they'll just go up fine and there's other days they fight, get in those cars. Well, these guys were workin out there, all of em and the section crew was workin too and they wasn't supposed to, it was the sheepmen that was supposed to load those sheep. But we had a section crew around there, workin around the yards that day and I asked the foreman, "It's gonna be tough," I said, "gettin those sheep loaded and get em out" because you'd load a car and then you'd have to move it by hand. Well, they have track movers and bars and what not, you know. You have to move it up, then get another empty in there. And they were loadin so slow this day, so slow and it was on a Saturday. And this man, he had to get permission to bring all those sheep in, y'know, and he'd been in an awful fix, because there wasn't a train until Monday. No feed there, he'd have to've taken em back out and he'd have to get permission from people and a lot of damage is done, gardens and what not.

So to be certain I was out there helpin, the baggageman washelpin, the cashier was helpin. They were all, you know, tryin to get those sheep out. And well, this Gamble, he called me, "How are they comin?" "Well, <sup>I'd say</sup> pretty good now. I don't think it'll be long." "Well, you can hold maybe twenty minutes more." "Okay." I knew that twenty minutes was not enough, they couldn't possible be done in ~~twenty~~ minutes. "And call me back." So I called him back, "No, there's still three or four cars ~~yet~~ to load ." "Well, we can't wait. Now," he says, "you turn that t<sup>r</sup>ain loose at" and he gave me a time. It was 2:20 or 2:30, whatever it was. He says, "You turn that train loose at 2:30!" we'll say. Well, I was about twenty-seven years old then, I suppose. And the conductor was right there aside of me. And I took the clearance that the conductor has to have before he can leave on and I just folded that up and put it in my <sup>vest</sup> pocket and started out to the sotckyards which is just <sup>out</sup> at the end of the depot. Conductor just grin<sup>n</sup>in, n<sup>o</sup>thin on him because he couldn't go until he had that clearance. And oh, I'll tell you, we worked like slaves out there. And I never went back into that d<sup>e</sup>pot, didn't report of nothin. And we got the last sheep loaded and got em out of there. When I got back in of course the phone was a-ringin and I knew it would be, you know. And, "Couldn't get ya." "No, I wasn't in here." "Wh<sup>e</sup>n did the train get out?" I said, "Just now, I can still see it goin." He said, "Didr't I tell you to turn that train loose at 2:30?" I said, "You sure did, Mr. Gamble." Zingo! Down the receiver went. And I really thought, "Well, I guess come Monday I'll be out of a job." But you know when you're that young you don't worry too much about it. And I knew I could do the work somewhere else if I couldn't work there. So all right, Monday, the passenger train comes in, Mr. Gamble is the first one to step off of the

passenger, came in. My baggageman and cashier was out there workin the train, which they always did. I stayed <sup>inside</sup> and he came in and we talked about everything under the sun. politics and baseball <sup>or whatnot</sup> but he never once mentioned the sheep. (Chuckles). Not a word was said about that train Saturday. Of course I was really thankful. And I wasn't about the bring it up. But he never said one word. Well, I stayed late that night to be sure, and I'd made a few phone calls <sup>through</sup> to Palouse. And I had the assurance that they would hold for ~~that~~ connection, y'see. I knew that. And I had worked at Palouse before and for that railroad. And I thought I could depend on em, you know. And sure enough. that train went through, the sheep moved, the connection was made, the passengers made the ~~passenger~~ <sup>the mail</sup> there and <sup>and</sup> everything. And besides we made a little money, y'know with eight carloads of sheep. And satisfying <sup>a</sup> customer, you might get his next sheep for the next year. Well, I guess over the weekend Mr. Gamble, <sup>probably</sup> <sup>a</sup> thought about that, y'know, a little bit. And well, everything worked out all right. So he never said a word, not one word. And I was really.. He would have been justified. He actually would have been justified. "If you can't take orders you can't work here." And he'd have been justified in doing it. But I was so set in getting those sheep out that nothing was going to stop me, and it didn't.

(End of Side E)

SAM: On the Monday morning train.

J H: I thought it was. However, he used to come up, <sup>though</sup>, about once a week, you know. Sometimes it'd be a couple of weeks. He'd be away <sup>sometimes</sup>. Oh, he didn't come up that often. No, I thought it was a little rare. But on the other hand I sort of expected him. I really expected him. But I'm telling

you, I was so astonished because he was so nice about everything. We just talked about <sup>a little bit about</sup> business, we talked <sup>of</sup> other things too. We talked about everything but what had happened Saturday. Not a word.

SAM: I wonder if he had decided in his mind for sure before he got up there and talked to you what he was going to do?

J H: Oh, oh I'm sure he did. I'm sure that y'see he had the rest of the <sup>+</sup>day Saturday and all day Sunday and half a day Monday. Oh, I'm sure when he seen that that train got through and made the connection and another thing the train being <sup>a little</sup> late didn't cost him a penny of overtime for the train crew and I don't know whether they still have it or not. <sup>It</sup> had an UNUSUAL deal. They paid em ten hours for a day's work if they worked over five. <sup>that was it</sup> If you worked over five hours you get paid for ten. So they always tried to get their work done in seven or eight hours, never worked the ten, but they paid em ~~forten~~. But if you worked the full ten you got no more than if you'd worked five and a half hours. So it never cost him a penny extra for train crew and engine crew. And that connection made, the sheep got on their way, and the mail went through, <sup>the</sup> passengers went through, everything. So he had all that to think about, you know. And <sup>then a little</sup> money that came from it.

SAM: He took a big gamble.

J H: He did, but you know <sup>when you're young</sup> it's different. I wouldn't have done that same thing twenty-five years afterwards, no. But, I don't suppose I would. But at that time I did. But you see I had a good reason to think that everything would work out all right as far as makin that connection down there. Because those people told me <sup>we'll</sup> hold. Of course anything <sup>could have</sup> happened on the way down, if there'd a been a de-railment or a delay, you know, an hour more. No, they couldn't have held because that train, Palouse, had to <sup>reach</sup> Spokane by a certain time make the connections, y'see, for passenger <sup>CONNECTION</sup>

for the east, but everything worked. No, he was really justified though.  
*I figured*  
If he'd told me, "Well, that's it, sorry." I would have said, "Okay."

But I wouldn't have worried about a job because I knew I could do the work and I'd worked for the Great Northern before and they told me, "Anytime you want to come back we'll have a place for you." I'd have to start <sup>t</sup>as a new man, of course. Well, it makes a difference in your age. And I owned my house in Bovill, too, I'd bought it and paid for it. But it didn't ma<sup>k</sup>e any difference.

Transcribed and typed by Kathy Blanton