

March 28, 1974
 Subject: Washington County Late
 19th Early 20th Centruies

Interviewer: Brent Lambert
 Informant: Mr. Jake Narup,
 Hillsboro

My folks came out here in 1884. They came to Portland on the train and along with them, my uncle and his wife and family. My mother had three boys, onw was 5 one 3 and another 1. The Osburn family had the same amount I guess. My father& Mr. Osburn left their families in Portland and they walked wout to the Verboort country, that was the Holland Catholic country, they were Catholic people and it was just started about 1875. They walked out there and Mr. Osburn bought a farm out close to Verboort and my parents rented a place in Centerville. My father worked in a saw mill that's on Highway 47, next to Dairy Quick. Later on he worked for Mr. who had the nursery out here east of Forest Grove. Then some time during the homestead, this piece of land up there northwest of Buxton, on Noahs Road that is known now as Blessed Haven, they have a revival there, a meeting of some kind of a religious organization, I guess. It's non-denominational and they all can come at once. I just saw in the paper yesterday where they can do that, and so they lived there until 1893. They got a patent and they traded that for a fifth somewhere where I was born, east of Banks, about 2½ miles northeast of Banks and that's where their house was built and that was where I was born. We had that place until my mother passed away and a couple of my brothers. Then my family broke up after I was brought up, I was the youngest one. That ended our family there.

Q. Can you tell me about farm life on the homestead in the late 19th century?

A. When my folks set in this place here, it was right in Grover Cleveland's second administration. There was what they called a panic, a depression, a real bad one. My folks had a big family and they had to build a building. There were no building on the place just a couple of acres of land that had been cleared out among all the big stumps. They had to put up their own buildings, they had no barn, they had to dig a well, clear some land and there was no work equipment then to speak of. My brothers were old enough to work, then there were 10 of us to feed. Times were real bad for us then, real tough, until after this administration, then the president was changed we had a new president, McKinely, took over after Crover Cleveland. Then we had times of the Spanish War and I think it began to pick up. After my folks got the land cleared and got a big orchard and after the buildings were arranged, I know my father built the barn, or had it built, I was about 5 or 6 years old, probably 4 or 5, I can just remember. That was the first barn we had and all those things, then they began to raise strawberries and those things and things began to pick up. Everything was alot better for everybody, and we had plenty of food to eat. We had to work, of course, on our place and take care of it, but that was family life, that was costumary in those days. Everything that you could, you grew on the farm, we didn't go to town everty few days or every day, if you went there once or twice a week it was often enough. The grocery store was necessary, the hardware store, the old country blacksmith shop and the harness shop, those were the stores we needed in those days. We went there every two or three times a month is all. It depended on how much you bought ahead, but most of your food was stored at home. You raised all kinds of fruit and garden stuff. We raised our own pork, chickens, had our own cows and made our own butter. The women folk baked their own bread. When this house was built

my folks bought a new Charter Oak range that was a big beautiful stove it took about four men to handle it. It was a cast iron stove. It cooked just as good, the food, as any stove today. We had a big kitchen, living room, and a bedroom and parlor. Upstairs there was four big bedrooms. Everything was nicer then. Later on then the Ford automobile came into being. I was just thinking about what I heard when Henry Ford was building his assembly line, his motto was, a Rodder for every child, and I'll never forget that. That was a gag about it. He put out lots of cars. Then we got airplanes, toward WWII we got the gasoline trucks and all those things, but it was work on the farm. We didn't mind walking in those day, we didn't mind working either. In 1914, I was in Nevada, I was 20 years old then, the first public job I had ever worked on. Then we worked for eight hours a day, my first eight hour work day. Then when I got back here on the farm, then I worked 10 hours a day. I did some carpentry work, so did my brother. We worked on a farm most of the time and you would get your food, board and room, your washing done. In the winter time I worked for \$20 dollars a month sometimes in the summer time the going wages would be \$30. Some would pay you \$40 at different times. We didnt have that fluctuation in those days, we had true enterprise. There were no unions, no subsidizing, nothing like that. We did have the Oregon state accident insurance, but outside of that you were on your own. You paid your own bills of all kinds and just took care of yourself. We had poor people then too, the same as they have now, unemplyed, old people, crippled and handicapped people. It was no fault of their own, but that has been natural among people all the way through. At the turn of the century, we got the railroad coming through Schefflin up here and Banks in 1905. It was 1907 before that railroad was built. They shipped anorder of log mills, the rope layer, they hauled them to Hillsboro and Forest Grove, otherwise there wasn't a great deal of logging being shipped, but after 1907, then they could log and railroads were handy. There was plenty of work here, diversified farming, and everybody got ahead, everybody had a little money. There were no big fluctuations in prices. Prices would go up and prices would come down, same as your labor, it went according to supply and demand and the time of the year. During the winter time there wouldn't be work alot of the times, although I had work during the winter, all winter long, and during the summer too, there wasn't so much being done then because it was kind of seasonal. In the winter time when people weren't working, the prices of groceries would come down a little bit. Sometimes they had an over supply and sometimes the potatoes were thick, maybe you would only get a \$1.00 a hundred for it, but even that wasn't so bad. Sometimes we got \$2.00 a hundred or even \$2.50 a hundred if you delivered in town, those nice big long Burbank potatoes. Prices would fluctuate that way, by themselves, it wasn't just onesided like it is now. They talk about free enterprise today and I can't see that they have free enterprise today. What they want is free profits, they want to be free to raise their prices and they don't want their prices to come down, but they want everything else controlled. When you have subsidies, government control and organized labor that isn't free enterprise, not what we had in those days. Those days we had silver and gold for our money. You didn't need so much money in those days as you do now.

Q. Would you tell us something about the early railroads in Washington County?

A. In 1905, approximately that time, they built a branch road from Portland out to the coast. Through Hillsboro, Schefflin on through Banks, Timber, Cochran and down to Tillamook. That was completed about 1907. Pasture trains and logging and all kinds of shipping was done. Now they could ship logs, instead of putting them in rivers where they were taking them where they wanted to use them, it was a big help in this county. There was a lot of work going on, diversified farming and logging that was one of the big industries outside of hops, that was part of it too then. Like my family, in the fall of the year, about the first of September, we would go out there and camp and pick hops. It brought in income for the winter. They didn't have to ship in help from some place else they got mostly local help. Everyone could make a little steak for winter, it was a big help to the family at that time. The Prohibition did away with that. In 1910, the United Electric was built out here what they called a North Bank depot from Portland out to Wilkesboro that's about a mile and a half southeast of Banks. It carried passengers and hauled freight and hauled milk into Portland, it was a big help to the farmers. Everybody got along good, they had a decent living, they had a piece of land. You didn't have the big farms, you had small farms. You did some dairy and raised your own meat mostly and made your own butter. A lot of people were shipping milk, they had a condenser in Forest Grove, Carnations Condenser, we had one in Hillsboro also. We had cheese factories around here and there all this was manufactured locally. They shipped some to Portland to the fresh milk market, until the depression came along in the late part of 1929. In the 1930's prices went down and we had a milk war here. I didn't have any cows, but I wasn't worried and I went with them. Things got real rough, there was a lot of dirty work done and a lot of milk spilled around here. The sheriff couldn't do anything with the people because you can't jail a whole mob of people, not like there was here. The people in Portland were shipping in boot leg milk from Washington. They'd ship it in from Mc Minnville on the train and that would stop them from going into Portland and they would have to come up and they would act. They'd throw the milk into the rivers and the river would be white from it. On Baseline, they strung great big cables across the roads so they had trucks haul them, and they'd take big heavy planks with spikes and they'd drive it across the road so the trucks couldn't get through. Then some of the trucks had men to ride on the running boards with shotguns and they'd shoot so nobody could mount the truck so they couldn't get the truck driver out of there. That's the way some of them got through. They went up to Mc Minnville and the and the city folks came down, about five of them and the sheriff and they were all armed. There were a lot of trucks stopped there then and he said there would be no milk spilt. He also told there would be no property destroyed. There was 60¢ a hundred with milk in it in Portland that we don't consider property any more. The sheriff was good to the people, he would not let us go into Portland because they would get so many trucks around they would take it back to the farmer who produced it and they could drink all the milk they wanted right there. Things were getting kind of desperate and people were calling the governor and he asked them if they didn't have a milk commission in Portland. As soon as the milk commission acted then the war was over. Then they stopped it from coming into Portland

then it would bring it to a head. Whether they accomplished anything or not, I don't know, but I suppose it made a point of some kind. They started in cheese factories around here which was a flop too. I attended many meetings. If they had cheese factories and cream they could make butter hopefully, but finally, like now it all went to bigger places, we only have a few now. In Tillamook they've always been there, that was one of the first cheese factories we ever had I suppose they had to come in by boat. A county road went across the mountains down Mc Neaver camp and all through wagon road. Then in 1918, they built the road around this other road that's there now so the wagon road was abandoned. Only part of Washington County was concerned outside of that we weren't bothered too much with strikes and things went along pretty well at that time.

April 19, 1974
Subject: Early Logging

Interviewer: Brent Lambert
Informant : Jake Narup

Q. Please describe the various types of logging you participated in and have seen.

A. The skid road was an important thing then, in that they floated the logs down to the river and dumped them in the river and floated them down to the mill or creek and if they could not get to a creek or a river they put the mill down in the woods. But they always had it down at the lower end so that it would take care of the gravity. Then when the skid road come in for horse loading or bull logging they only had a limited amount of power so they had to cut nearly all the friction they could and take that into the gravity. They put these skid roads a grid-long now and then they took the logs and little, little poles, about a foot through, and made skids out of them about six to eight feet long, where ever they wanted them, and they peeled the tops and they buried them along in the road so the log would not rub on the ground and cause the friction. Then they fell the trees and barked the logs on the bottom and they had what they call the dogs. They didn't put their cable around the logs, they put them in the ends of the logs, the front ends too, where the friction is. Then they put the horses on or what ever they had and they pulled them up to the skid road and laid them on there and then they were pretty well fixed. If they didn't have power enough with the horses to put them on there, up hill is pretty hard doings, they used blocks or the wheel which is a cable and if they had two horses they put the block on with a tail hold and put the cable on and that gave them double power. And if that wouldn't do it then they put another block on that and that would double the power yet and that would give them the power of eight horses and that should be enough. That will give them a lot of power, I have used it, I've used a whip on to it and another block on to it and that give me the power of 16 horses. That's more power then you can fool with out in the woods when you're loading--You'd better stop there. And if you can't do it with eight then you had better cut it in two and give em a smaller load. Anyway then they get them on the skid road and when they got them on the skid road then they had it pretty well made.

They had the bark off the bottom of the logs and then they start the logs so there would be no diggin in and no friction, to raise on over, to go on over easy, and when they got them on the skid road they could go right along with them with a team of horses and sometimes when going downhill they could dog more then one log together, maybe a couple, three of them together depending on how much farther and how much grad there was downhill. They could take a good many of them and when they went down the hill further, why, it was steeper, why, they could put a stirrup pole along the sides to keep the log and they could make kind of trough and then they turned them loose and they would go by themselves, you see. That is the big advantage of logging with animals. The big principle part of making the skid roads was to just break the friction so it would not tire the animals off and it would transfer them further with a lot less power.

And then of course it was the donkey engine. I have seen that done too. The donkey always had a disadvantage you had to have a water to them and you had to have a wood split there. And you had to have a chaser to chase them in on account of hooking up behind stumps and things. But that was the big advantage over the horse loading because they had more power, you see. And they had a checker, a riggin man, and he'd follow the log in to see if it was hooked up on an stump or old snagger. Then he whistled for some slack, whistle from the corner he gave you some slack and you throw the choker, that was the idea, and get aroun there and twist it around the torn stumb and kick it out of the road, that was the idea, roll the log, that was the big deal. Then they got the high lead, why of course that was the biggest event. Everything changed then. Why we got the high ball and the flying two chokers and all them things--The bigger donkeys. And a lot of people got hurt and a lot of people got killed--broke a lot of equipment and that was an expensive deal too. I still think that if the steam donkey was the most powerful and most responsive of any donkey that they had and it was a rough deal too, it was expensive to keep going too, for the simple reason you had to have somebody to buck the wood, you had to have somebody to split them, you had to have a fireman and then you had to have water pumped to the donkey. That comes out of a creek someplace or stream and you had to have some way to rig it up there and then ever so often that balky boiler would get dirty and you'd have to clean that out, the steam would foam, you couldn't get steam up, then you'd have to take a half a day or day for somebody to go down there and was that boiler out and start all over new again. That was effecient but it wasn't cheap at that--it was dangerous

Later on now they got the gasoline diesel engine but a lot of things changed then, about World War II, things slowed down and they got the bull dozers and the truck roads and that made another change in there. Things have changed even since. I don't know just exactly how it is today, but I imagine everything is pretty much done in the woods now with a bull dozer and carried to the truck roads.

Now they have got the helicopter, too; in places where they cannot get in, that is another advantage. But that is not a cheap way to haul, either. They can only take a certain amount, about 800 feet, of course that was in the rough logs, about 40 foot logs, that would approximately make 1000 feet of board lumber; that is an inch thick, and inch wide and an inch long, that is what a board foot was. And I think if you weigh it green it weighs about 4 pounds. If you have a lot of lumber that is green weight, it is quite a load.

q. Will you please explain the high lead logging process?

Transcript is incomplete