

DC: We had one, Terrible Tom Kitts. He was nicknamed Terrible Tom. About every month or two, or two months--he was a wonderful cook. But you could always tell when he would have a little brew because the fruit was parched on the table, there was no juice in it. And, whenever he got a rare of that when it get fermented and he got drinking it, why he took a butcher knife and a cleaver and he cleaned up...there was usually, in the camp, there was you'd have two--a couple of flunkeys, or three flunkeys...the size of the camp...dishwasher and a cook. So, Terrible Tom would race through the cookhouse with a butcher knife and a cleaver and he'd clean the cookhouse. You'd see 'em coming out of the windows and the doors and everyplace else. So, that's how he got his name, Terrible Tom. And, had a walking boss there, old Rock MacMilliman he was voted most colorful logger who ever hit the Northwest, I think. He'd fire old Terrible Tom and send him to town, and then they'd send another cook in. Usually it's pretty hard to get a good camp cook, just off the records quick. Like, see we had Featherstone, the employment agency in Spokane--they'd call C. Huck, order a cook right away to replace Terrible Tom. And this cook would come and probably he couldn't cook at all, just be a 'belly burglar' as we used to call 'em. And, the crew would start to grumble so old Rock would fire him and hire another one. He'd be just as bad, so then, he'd call Featherstone and C. V. Huck say, "Have you saw Terrible Tom in town?". "Yes." "How's he look?" "He's sobering up." "Send him up." So, Terrible Tom would come back. He'd be good for about two months. And then he'd go on another drunk and the same thing would go over. And it went on that way for years.

DB: What camp was that, you were working at?

DC: That was Cathcart Creek and later on we were on Beaver Creek, and then later on in Lieberg Creek.

DB: What company was that for?

DC: Winton Lumber Company.

DB: Winton.

DC: Well, we had other cooks there, we had Tom Dawson. He cooked there for us. And he later cooked for me. Got too old and retired. He was a good cook.

DB: What kind of food would you eat in the morning, and then...?

DC: My breakfast was always cereal, and...I'd have a cereal and a glass of condensed milk diluted with water. Never drank tea or coffee.

DB: Was that like a hot cereal?

DC: It was. It was oatmeal mush, what it was, oatmeal mush.

DB: What did other loggers eat?  
DC: It was hotcakes and eggs and meat of some kind. There were potatoes. They had potatoes in camp for breakfast, some of the fellows ate potatoes just the same three meals a day.  
DB: How about lunch, what was that like?  
DC: Lunch would be usually some kind of meat sandwiches and...and always lots of pastry. In camp the cheapest food come out of the flour bin, not out of a can. That's how the cook houses would make their money. The more pastry you could get into the crew why the more money your cookhouse made.  
DB: How about dinner, what would people eat for dinner?  
DC: Well, dinner, there wasn't hardly anybody ever ate dinner at camp. Usually only on the weekends, because everybody walked away and took their lunch with them. You see, you had to walk, sometimes you'd be walking a mile to your job, or a mile-and-a-half.  
DB: How about when you came back, like for...?  
DC: In the evening?  
DB: In the evening.  
DC: Well, you had, usually had about once a week, or so, you'd have steak. And then you'd have stews, beans and all kinds of other...They had a good fare.  
DB: What kind of clothes did the people wear working in the woods?  
DC: Well, wear good deal the same now. You wore overalls, mostly it was these bib. You know, just like these. Or black jeans. And ah...used to in those days, your underwear was...Summer underwear were BVD's. They were, they weren't separated. They were both together. They was pants and the top. The shorts and the T-shirt were all connected in one piece. Those were BVD's. And blue, one of those blue shirts. Blue...  
DB: Work shirt, yea.  
DC: No, it wasn't wool. Wasn't wool in the Summer time. Of course, seldom wore a shirt at all, in the Summer time. Down to your underwear and your shoes and overalls.  
DB: How about in the winter, what would you wear?  
DC: Usually wore a pair of wool pants and this black, bright black underwear. It's hard to get now. But that was the only underwear I wore for years and years.  
DB: What about boots, what kind of boots would they...?  
DC: Well, usually wore...in the summer time you wore your cork shoes. Which was Kerns, or Bergman, or North Mendolson, or Whites in Spokane. Still make them. They make cork shoes. I always used to...I wore the North Bend Olson for years. And then, I never could wear a White--the heel set too far under.  
DB: What kind of soles did you have?  
DC: Saws?  
DB: Soles.

DC: Soles. They had leather soles with corks. Those with corks in them.

DB: Little spikes.

DC: Spikes. There were two different...three different sizes. Triple aughts, double aughts, or single aught. Single aught was the big ones.

DB: Were there different ways...different reasons for wearing different ones?

DC: Well, your...Yes, in the log drives you wore the longer corks because on the rocks you'd wear them off quickly, and if you wore the short little corks they didn't last very long on a log drive...

DB: Well...go ahead.

DC: And, then they'd...on the log drives you'd have to re-cork maybe once or twice on the way down. Knock the old corks out and put new ones in.

DB: Aha. Would you buy a box of corks?

DC: Oh yea. You'd get 'em in the commissary.

DB: Well, when you were working on the log drives, what was a typical day like, what would you...what time would you wake up, when you were working?

DC: You'd get up probably about five-thirty and you'd have breakfast at six...Depends on how far you would...On the log drives you moved your logging camp so far. You had to move, everything was moved by pack horses in the early days. And, you'd have...for...upper end of the drive there you had two or three drive camps. That was these old camps that was established. And you'd move from one to the other, there might be three or four miles apart. And, all depend how far you had to walk. If you had to walk a mile or so to get to the drive as you went down you got away from the camp you were at and get close enough to the other one before you'd move. You go past half way, before you'd move to your next camp. And that's why, so you'd usually walk a mile till a mile-and-a-half. Be your longest walk, be about a mile, sometimes two mile you'd have to walk between them. When you got camps that were four miles apart. So,...

DB: How many camps did you work in when you were working on the log drive?

DC: Well, you'd have...your moves...you'd have...oh, eight or ten moves. And the different camps and then you'd get down below you set up tent camps. And sleep on the...in the early days just set...You'd put up a tent...if there's snow on the ground then you'd send a few men down ahead and they'd shovel out spaces and set the tents. And, never had any stoves in the tents. They always build a fire outside, the only heat you had, and then the bedding there. And the first drive that was on you had they'd pack in straw, take a flake or two of straw and spread it on the ground and put

your blankets on the straw. And later on, after you got so you could transport by truck, you carried springs along, and poles. Then you'd lay the poles on down, and added the springs on the poles, and had the mattress on 'em. Slept that way. But the first few years on the drive, they didn't have any roads in the Coeur d'Alene country.

DB: Aha. So, you say you woke about five-thirty and then you walked a couple miles to work.

DC: You had breakfast. Well, might be...it all depended on how far you had to...the foreman would tell the cook, "You have to have breakfast a quarter to six, or maybe five thirty the next morning." Depended the length of time you had to walk when you eat your breakfast.

DB: And then ah...how long would you work before you had lunch?

DC: You worked your four hours, you get to work. You always hiked there, you got there at seven o'clock. You worked to eleven, you had your hour luncheon...and then you worked from one...right...it would end at twelve, and then you worked till four. And then you hiked back. Putting eight hours on the job.

DB: And how were you paid while you were working, usually?

DC: We were paid...Log drives you were paid oh, above...higher wages. Now, like if you were working in the woods, in those days, maybe you were getting \$3.60 a day, or maybe \$4.00 a day. And the board taken out of it. And one dollar hospital. That's everything that's taken out. There wasn't any unemployment insurance, all that stuff, that's taken out...

DB: That's a dollar a day for hospital?

DC: A dollar a week...a dollar a month for hospital.

DB: A week, OK.

DC: A month. And, in your commissary you could write your commissary--charge it at your commissary...That was taken out of your pay. And on the log drive, you got...the least I ever got on a log drive was \$5.00 a day and my board. And then, they'd bet you a dollar. Which was, if you stayed clear through. So...

DB: Would that be a dollar a day, extra?

DC: A dollar a day extra--bonus

DB: That'd be a good incentive to stick around.

DC: Was good incentive. I never...I always stayed clear through, on a log drive. The last nine years I was drive superintendent, so I got higher wages, of course. Like when a crew was getting \$7.00 a day, and \$6.00 a day and a dollar bonus, I would be getting \$12.00 a day.

DB: Well, you say you were superintendent, toward the end. What were some of the occupations you had on the, in the logging operations over the years?

DC: Well, I would...I contracted logging when...see in 1920 we...this other fellow and I went to high school together...We started gypoing, which was contract logging.

- We had a team from the company, had two teams and we'd have one of these chutes that'd come out here. And we gypo that. Skidding the logs and chuting them down the chute, put on the landing and roll in the flume. And we contracted that, and we done that for six, seven years.
- DB: And then would you put them in a boom and then have a ship take them...a boat take them out, or?
- DC: We put them in the flume and let them in the river, and then in the log drive in the Spring we'd take them down. See, they had five dams on the Coeur d'Alene River, and like if there was logging in here with the flume, they'd have a dam maybe half a mile or so above the flume. For one, we go to have the water come down the flume, put the logs in the river why they had them open the dam so the water'd be at the mouth of the flume as the logs got there. And then the logs would be riding in the river, and then they'd have a man running space on the river--what they called "running space", he'd drive the logs down to a certain spot below, three or four miles. And they'd hold them in a big jam there. Well, then in the Spring, when you start the log drive, you'd get down, you pull all that jams, and run them in the dams and flume them on to the Coeur d'Alene River. This is on the little North Fork of the Coeur d'Alene.
- DB: D'you remember where the different dams were, you said there were five?
- DC: There's five. There's, there's the...Honeysuckle Dam, the Tom...the Tom Wright Dam was the first one, the Cathcart Dam was the first one...the one at Cathcart.
- DB: Where was that, what creek...Cathcart Creek?
- DC: Cathcart Creek, just below Cathcart Creek the log chute'd come in and they'd run the logs in to the dam. Raise heads of water and run 'em down the river. And, the Tom Wright Dam was three miles down below, and Honeysuckle Dam was four or five miles below that, and Delaney Dam was below the mouth of Delaney Creek, about six miles below the Honeysuckle Dam. The Lieberg Dam was below the mouth of the Lieberg Creek, which was six miles below the Delaney Dam. And the Breakwater Dam was down just above the mouth of Copper Creek, which was eight miles from the Leiberg Dam. And then it was about 10 miles to the mouth of the Coeur d'Alene River.
- DB: Were there chutes and flumes running all through that country?
- DC: Oh yea. On every draw or canyon there was a chute or a flume. If there was enough...if the creek was big enough to have water enough to afford a flume, why you had a flume there. And then you had chutes coming out of all the side canyons, and the big landings there, you'd...skidway, and you'd roll the logs on the skidways, and then if you got a

head of water in the dam--the flume, why you'd open up and roll the logs in the flume.

DB: Were all the chutes dry?

DC: Yea, most of them. You had to grease some of 'em. They used to get chute grease, to grease some of the flatter ones. Usually...

DB: What kind of grease would they use?

DC: They'd use this old black oil that...

DB: Coal oil?

DC: It was regular crude oil. Heavy crude oil. But, lots of times, in later years, we used to gypo; when we gypoed we had this chute. Lots of times we skid and deck to the chute all Summer, when the frost come in the Fall, and you could ice your chute, why you'd ice your chutes and run then into the dam or onto the landing below the dam, then flume them down and put them in the river.

DB: I see. Were there different names for different kinds of chutes?

DC: No, just the regular log chute. Well there was the three pole chute that used to, very seldom it was used. It was made by some of them gypoes. They had a small pole in the middle and two poles on the outside. Most of the chutes were hewn chutes. Hewn just like a trough.

DB: So how did the three pole chutes work?

DC: Well, they didn't work as good for trailing. The little logs would...a little too much slack, in small logs you'd have slack and they'd get by each other, but in the hewn chute they'd come right down to a trough...

DB: That's the "V" shaped, right?

DC: "V" shape. And, be about a 12 inch face on it, come to 12 inch face on each log and there was probably about this much on the bottom. And the logs would follow that down the trough.

DB: Would you have to tie horses with tongs on 'em?

DC: We had a trailing tong that hooked, hooked right in the side of the log.

DB: You used them often to get them down the chutes if the angle wasn't...?

DC: Oh yes. We trailed quite a lot of them on the chutes with horses, have a team.

DB: Did you ever have to slow down logs down a chute; how would you do that?

DC: Well, with goosenecks. With the regular old goosenecks. We used to call goosenecks. Which was a piece of iron about, oh...inch and a half square, you'd...it'd have a shaft on, about that long. You'd take it on up there and you'd bend them and make your head up there, about that high, and that would come to a point like a chisel. And then you'd set them, and you bore them in the chute. Bore a hole here that go down and you bore another hole, and you'd chisel that out so it...this gooseneck would set at

angles to the chute. Like that. And, the head would stick up, after you'd have it set down into the chute, the head would stick up about that far.

DB: Aha. About an inch.

DC: The log would run through that and tear a big shaving out of it, and...

DB: Slow it down some.

DC: And, we used those quite a lot. On running chutes if you chute in the wintertime.

DB: That's because it gets pretty icy.

DC: You get...they didn't like to do it, much, because it took quite a swath off the log. If you were...like the companies, if you were gypoing you got your scale for those logs on the landing. Then if you run them through all these goosenecks, why it took a little scale off the log. It flattened them on one side, on two sides, rather. Run them goosenecks and it might roll and would be scarred and they'd take that deep and swath right out of a log. But ah...something, in those days that was the only way you get to do it, and then we'd put...nail pieces of chain in the chute. The logs run over that chain, tear the bark off, and then the bark would get in and kind of like sand in the chute, and it would impede the progress of the logs.

DB: Were there different kinds of flumes? They'd have different names for 'em?

DC: The only different kinds of flumes, was there was, maybe a three-and-a-half foot flume, or a four foot flume, or a five foot flume, depend on the size of your timber.

DB: That's the height of the walls of the flume?

DC: Those are the sides. The sides.

DB: Were those also 'V' shaped?

DC: They're all "V" shaped, down to about that far and then they had a "V" board, what they call, which was, probably, six-by-six sawed corner-wise so that it would fit in the bottom and the small logs wouldn't get in there and wedge. Of course, they used quite a lot of water in the flumes--about half full.

DB: How did they keep the sides of the flumes from leaking?

DC: Well, they were doubled. All flumes are doubled. See, double boarded.

DB: But even then wouldn't they leak some?

DC: Not very much. The water was moving so fast down the flume. You see, when they built the flume, they lapped their boards, they lapped the cracks. They put this first sheeting on, and then they might start with a six inch board, and the next one they put on a...four inch board on top. They next one would be an eight inch board. Doubled, doubled the cracks.

DB: So it would lay over all the cracks.

DC: It would lay over cracks, and knot holes and everything else, since it would be doubled. So, they didn't...oh,

they'd leak a little, once in a while if they got...if you had a jam or two in the flume, once in a while. If the flume would jam, and it would be pretty hard on the flume. You put all that weight up there on those...on these brackets were four inch brackets, underneath it. The sides built up, the braces down. They had them real close together, about four feet apart.

DB: When did they start using the flume saw mills, their little skid motor saw mills?

DC: Oh, when they started building flumes they had to build the...import the saw mills to cut the lumber.

DB: How much length could they make of flume a day?

DC: Well, they, depending how...Building your flume you see, you had to carry your grade of flume, just as if you were carrying a road, you had to be on the exact grade. Couldn't have any humps and dips in it, or the logs get in there and slow up and then the other logs would catch up, and first thing you'd have a big jam. You had to keep a steady grade on it. And, to do that some places your flume was right down on the ground, and other places you'd be 10 feet above the ground. So, getting your foundations in and getting it was the key, how, how.

DB: So, that was a skilled job, I take it.

DC: Even the contour of the ground was...made an awful difference, in building your flumes.

DB: That was quite a skilled job, was it?

DC: It was a skilled job.

DB: Would you say that took more skill than other ones--other jobs?

DC: It took. It was...building chute was a...you build a chute in the same way, but it was close to the ground. I built chute quite a lot. And you run your grades just...when you made a raise in your chute you come at it gradually. Sometimes you dig through a place. Had to dig to lay your chute. And it was real hard work building chute. And hewing your chute was hard work. You build 1,000 feet or 2,000 feet and then you'd score it and hew it. And by the time you got through it, you was hewing from all angles with a broadax. You down on your knees, and you're way up here hewing it. Sometimes you had to build a raise, something to stand on, to get up to hew your chute. Your chute would be up there, come across a dip or something, you'd crib it right up.

DB: Could you make about as much chute in a day as you could flumes?

DC: Well, of course, like building a flume you had a larger crew...

DB: Plus they had a portable saw mill.

DC: And a portable saw mill, and your lumber was furnished to you. You put in your dam first. You started right at the dam, building you...and your saw mill was right at the



dam...so all your lumber was fed to you right down the flume, as you went

DB: This would be at the headwaters of the creek?

DC: Headwaters, as far as they run a creek there, where they could get enough water put it up to the headwaters. Close enough to assure themselves enough water to get to...to flume the logs out. And then the rest, maybe there'd be a chute run there, maybe a mile. A little further up there.

DB: What did the splash dams look like; how were they built?

DC: They were built out of cribbed logs and they were built, of course, of the slopes so that the weight of the water pressure down, you couldn't build a straight dam, you had to make them at an angle like that so that the weight of the water would hold them at an angle like that, so that the weight of the water would hold them down. They were all built out of heavy, heavy logs, cribbed up. You'd start at the bottom, your dam might be...your bottom logs might be 50 feet, and when you got to the top your logs might be, why might be that long.

DB: How about openings in the splash dams, how big were those?

DC: Gates.

DB: Gates?

DC: Your gates. And up...and then you had a platform up on top with a windlass and a cable, and a block on the bottom of the gate. Gates fit exact, in there. Then you had rubbers on the upper side that flapped up against the walls...

DB: To keep the water from draining out.

DC: To keep them from leaking.

DB: And how big were these gates?

DC: Oh, on the flume dams they were six feet.

DB: Six feet tall?

DC: Six feet wide.

DB: Six feet wide.

DC: Unless you had big timber. It all depends on your size of the timber, how much...if you had just second growth timber, why your gates might only be, four, five feet wide, six feet wide or eight feet wide. Depended on the timber.

DB: How many gates would there be for...?

DC: On the flume dam there's just one gate. One the river dams, on the breakwater dam there were five gates. On the Lieberg Dam there was three. On the Delaney Dam there was two; Tom Wright...Honeysuckle Dam was two, and Tom Wright was two. Cathcart Dam was two.

DB: These were all on the Coeur d'Alene.

DC: On the Little North Fork of the Coeur d'Alene, right. And those gates were all...the sluice gates were always 16 feet wide. And the other gates were 14s.

DB: Did it take a special kind of person to build the splash dams?

DC: Oh yes. Had to understand it. And if...a fellow come out of Minnesota--Jim Cradley, he was a brother-in-law to this

Rock MacMilliman that was the walking boss, he was an expert dam builder. And he had a man Carl Bricks, who was real good on construction. The best axe man, I think I ever seen. And he was the one that laid the foundations and all that, and built the dams.

DB: What could he do with an axe? You say he was the best axe man you've ever seen; what kinds of things could he do?

DC: Well, well, any kind of chopping. Like, if you, if you were making those dams...you have to...you have a timber maybe 30, 40 feet long; you be up there and it might come down on four, five different ties...laying across there...coming this way, you see...then you lay the next ones, this way you lay the next ones that way, and then. When you get up there you have to notch those straight up and down. And when you chop in there, you could tell a good axe man by, like if there's...everything is, everything is axed...there's no big misses in your curve. Every cut is just smooth, everything is like you planned it. There is no sign of an axe being marked...being in there.

DB: With the chutes did they all hew those.

DC: Oh, yes.

DB: There was none that was sawed?

DC: No. It was all hewed chutes, everything, after it was laid, you hewed them.

DB: So how would you build a chute; cut down a log, cut it into sections?

DC: Yea. You had a certain length, like when we were building chute we used a 31 foot chute stick. And we'd always put your butts behind, and your tops ahead. And then you'd, you'd start at the bottom of your chute and you build up. Because your upper log would always be notched right into that. They all laid all in the line, and in the curve you just make a gradual curve. And you had to crib them up the same as you did on a flume. But your ground, you're building them along the side of your hill, you didn't have to make such big raises across.

DB: About how wide was the space in the bottom of the chute?

DC: Between the two sticks?

DB: Aha.

DC: Oh, just about that way.

DB: An inch, or so.

DC: Yea.

DB: I am interested in the cycle of logging activities. Like, when would they start going out in the woods and sawing the timber?

DC: On the Coeur d'Alene River was a steep country, and as soon as the log drive got in which was usually in the last of May, you'd go back and start logging. You might have a few saws in there, before that, sawing timber. But, they start, maybe in the first of May or so, back in the woods

sawing. Then when we come off the drive we all go back and go to work in the woods. Back in...work there all Summer, in the woods. That was a cycle. Then when the snows come in the Fall, got dangerous to skid on the hills, why lots of...lots of they had decked logs on chutes, and the frost would come and you could ice your chutes and then run all these logs in and get ready for the drive in the Spring.

DB: When would the drive take place?

DC: We used to start the drive. It started, oh, in the last of March or in the first of April.

DB: How tall would the rivers rise out of the banks, during the spring floods...?

DC: Well, it all depended, of course on the...

DB: Yea, it depends on...

DC: Lot of the snows and how the snow left, in the Spring. But, there were some exceptional floods there. Now 1917 was a big flood, that washed out railroads all up and down the Coeur d'Alene River. And 1933 was a bad flood, because we had a jam. They had 26 million feet of logs in the river, that Spring. And, there was about fifteen million of 'em piled up in half a mile of river. It went down above the Breakwater Dam and piled up. It took us...we started pulling jam the first day of February and it took us 28 days. We finished the last day of February, pulling that jam. I had pictures of that. My wife misplaced the pictures of that jam. I'd like to have them, I haven't been able to find them yet, for...doctor come up from, used to be in St. Maries here. And he come up and borrowed the pictures. Come back and laid them on the top there, and my wife put them away and we have never been able to find them.

DB: Huh.

DC: Got some dandy pictures there of the big jam.

DB: What year was that, again?

DC: Huh?

DB: What year was that again?

DC: 1933. In the '33 flood.

DB: Would you prefer, back in the old days, did you prefer working on the log drives or working in the woods?

DC: Well, I wouldn't...I wouldn't miss a log drive under any circumstances. You were young you know, and I started when I was about 19 years old, 18 years old, in 1919, on the log drives. And, ah, it got to be...you went through a lot of misery, you were in the water all the time. And, when I started that, the first, or, the first eight years.

DB: Did you do it every year?

DC: Oh, yea. Never missed a year.

DB: When was the last one?

DC: The last drive they took out of Coeur d'Alene was 1937. And I came up here. Winton bought some timber down here in Marble Creek, I come up and was opening it up and logged it for Winton. I was a camp superintendent.

DB: On the log drives, what were the kind of people, what were the jobs that people had moving the timber down?

DC: Well, they had the mixed crew, of course. Exceptional, they were exceptional bunch of men that followed the log drive. Actually there were, all of them pretty good on their feet, a few, older men...getting older, they were good drivers and good peavey men. Which was a thing, using that peavey, you know, flipping, hooking logs around. You could just pretty near pick you teeth with it, when you're using it all the time. But ah, there was, like, coming down, they had the center crew. Now crew of younger men that was good on their feet, on logs. They'd go out and trip the centers in the river. They had the boat crew, follow that. A fellow by the name of Pete Madison and old Sharkey, for me, when I was on the log drives, running it. And they used to have the center crew all the time. Before there was fellows by the name of Billy and Jim Nelson, and they were exceptional boatmen.

DB: What would the boatmen do?

DC: They'd transport the men down the river in the boat, in these big bateaux; they were 33, 34 feet long, they'd hold 16 men.

DB: Did they have floating camps at all?

DC: No, not on the Couer d'Alene; Little North Fork, it was too small for a floating camp. You had to run on flats.

DB: And then would you tent, when you...?

DC: All they did, these boatmen all they done was transport the men on the drive. Put 'em across the rivers, took over on the wings or centers and pick the centers and edges. Why hitting a big eddy, where the water was going around. They'd get in there with a boat with some men that would get on logs, and they'd braile these logs. They'd get out on logs with pike poles, they'd braile them, and pull a whole bunch in together...

DB: What does brailling mean?

DC: Well, put, take a bunch of logs and put them all together. And ah, maybe there be two men, maybe you'd have four, five men out there making up brailes, see, if there was a big eddy. Might be plumb full of logs, and just couldn't stand and wait for that to empty. Usually it won't empty until that night. They fill and then they'd empty. So you'd get out there with the men on the...then they stand on...had to be on one log and grab a log, pull it in, then reach out get another one, maybe there be another man, that work across from each other, and they'd get a big braile. Maybe 10, 15, 20 logs. And the boat would be in there with oarsmen, and they'd get against this braile and they'd force it out into the current. And push it out so it'd be clear of the eddy. And that's the way you cleaned your eddies.

DB: So, you had center men and you had boatmen behind them,  
Were there end men, or sidemen?

DC: No, it'd be just the two men holding the braile together.  
And then there would be another, maybe two or three men,  
maybe four men, making up more braile...

(END OF TAPE 16; Side 2)