

Forest History Foundation, Inc.
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ORAL HISTORY INTERVIEW

with

Donald MacKenzie
Seattle, Washington
October 31, 1957

by Elwood R. Maunder

Gordon D. Marckworth, Dean of the College of Forestry, University of Washington, also participated in this oral history interview.

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by Elwood R. Maunder, Forest History Foundation, Inc.

(Can we start by asking you who you are and where you came from?)

My name is Don MacKenzie. I was born in Dingwall, Scotland, April 11, 1887. I was bonded by my father to become a mechanical engineer in the John Brown Shipbuilding Yards in Glasgow, Scotland. He gave me twenty pounds to furnish my bond and instead of furnishing the bond, I bought a ticket to New York, arriving there December 15, 1904.

I arrived in Flagstaff, Arizona, on the 24th day of December, 1904, where I went to work for the Michigan Lumber Company and worked for them for a period of about six months. Not liking the people with whom I was thrown to work -- mostly greasers and Mexicans -- I decided I was going to make a move when I got enough money to do so. So I left and landed in Ouray, Colorado, not knowing what brought me to Ouray, but just because somebody said it was a pretty good place to work. There I found work with Mr. Thomas F. Walsh, the father of the world famous Evelyn Walsh, owner of the Hope Diamond. I worked for Mr. Walsh for three years getting out timbers for the Camp Bird Mine, which is one of the most famous gold mines of the United States, and I believe, of the world. I served Mr. Walsh for three years, then I left there and came to Missoula. I went to work for the Anaconda Company in December, 1909, and I worked for that company continuously, except for two years in France during the first World War, until the first day of January, 1957.

(When did you get into the field of logging for Anaconda?)

I went to work for Anaconda in December, 1909, at the lowliest job there was in the whole camp. I was sacking potatoes at a root house.

(Is that a special job they'd reserved for Scotchmen?)

I don't know, but that's what I did. And the worst part of the whole thing was that I needed the job very badly and was very anxious to hook up with anything that furnished board and lodging. So the foreman put me to work sacking these potatoes in the root house and it was really cold. It

was 15 below zero. While I was in this cellar sacking potatoes he told me how to get out to the woods after I got through with the job. And, by George, somebody came along and locked me in the root house -- closed the door from the outside and I couldn't get out. The foreman gave up hopes of my coming out to the woods where I was supposed to work, and when he came back to camp and found me locked in the root house, he laid the blame on me. It was no fault of mine. Somebody had come along, found the door open and thought, "Well, these things will freeze in here. We've got to do something," and then locked the door. Of course, he came in quite haughty and worked up, but he took me out and put me on my job in the woods.

I worked as a common laborer, swamper, felling timber, driving teams, toploader, and finally I got promoted. I got to be a scaler. From scaling I went to timekeeping, and from timekeeping in 1915 I became foreman of a camp. I was camp foreman until World War I came along, when I enlisted in the Army in the 20th Engineers, Forestry, and served two years in France. I came back alive and safe and took up my job as foreman where I left off, and on June 8, 1923, I became logging superintendent. I served as logging superintendent until my retirement the first day of January, 1957.

(I certainly think that's an amazing story because you started right at the very bottom. You couldn't have got any lower, and you saw logging from the ground up, or from the potato cellar up.)

From the feeding end of it to the top. I've had lots and lots of experiences.

(Where did you start in Montana?)

I started to work at Potomac, 26 miles northeast of Bonner, Montana. From there we moved to Nine Mile and then back to Potomac again. The company did not finish cutting at Potomac but the bulk of their timber had a time-cut limit on it at Nine Mile, so we had to move to Nine Mile. When we finished cutting at Nine Mile in 1926, we moved back to Potomac and from Potomac to Woodworth.

(Was all this cutting going into Anaconda's mines?)

No, not into the mine. All the cutting went into the mill. Sixty per cent of the cut went into the mines and 40 per cent into the market.

(Well, now, the history of logging, its methods and machinery is in a sense a history of power and transportation. First of all there was the sheer manpower and later on the ox.)

The ox had just gone out a year or two before I arrived with the company in Potomac. Incidentally, where I began to work at Seeley Lake was one of the first sales that the United States Forest Service had ever made. It wasn't the first, but it was either the second or third sale that they'd ever made. Of course, the motive power was horses and sleighs. That's a two-runnered affair where you loaded the head of the logs on the bunk, and the tail end dragged on the ground. We went to work in August, 1910, decked up around nine million feet of logs in the woods. The first day of December, 1911, the sleigh haul started. There were 16 four-horse teams with sleds, 12-foot bunks, hauling logs to Seeley Lake, where they were dumped on the lake bank. In the spring of the year the ice went out and the thaws came along and melted the snow and the ice and the logs dropped into the lake. We drove the logs down to Clearwater River into the Blackfoot and on to Bonner through river drives.

(This is a carry-over of the system that had been used in the old days?)

Yes.

(In the Lake States and before that in Maine?)

Yes, back East.

(Well, this history of the use of power and transportation presents an interesting angle. Logging history went from east to west across the country and certain methods went along, but then different conditions existed in the new area that didn't exist in the old. What can you tell us about that?)

In the summer of 1911 we passed out of the sleigh and winter logging, when railroads extended from the mill into the woods. The Seeley Lake job wound up in 1911. We finished the United States Forest Service contract then and went back to Potomac, which was a lot closer to Bonner. The Milwaukee Railroad extended their railroad tracks to Potomac and the company went into railroad logging. Extending their line from the Milwaukee rail head, they bought Lima Shays and 28 miles of track and laid tracks into the woods all over so they were railroading the logs into Bonner over the Milwaukee Blackfoot Branch. The Anaconda railroad tracks went into the gulches and the hills to a six per cent grade and when they came to six per cent they stopped. At this point there was introduced into the woods a transportation system of chutes. You must have heard of chutes. They were built into the hills from the rail head, and the logs were decked along the chutes in the summertime. When wintertime came along and the snow and the ice, they'd slide the logs, feed them right to the landings where they loaded with loaders onto the railroad cars and transported to Bonner.

(What sort of loaders did they have in those days?)

McGifferts, the old McGiffert, and Russell cars.

(Who developed these machines in the woods? Were they the product of the imagination of the men who were doing the logging or were they ideas that were developed by machinery experts?)

Principally ideas of men who worked in the woods. McGiffert was a woodsman from Duluth, and he was the man who introduced and invented the McGiffert loader. The McGiffert loader was a machine that ran with wheels on a track just the same as any other railroad car. Then it had legs that were raised with cables, and when it came to the spot where they were to load logs, the legs went down and the wheels were picked up horizontally, so that the railroad cars could pass under the loader, and they kept dropping down one car at a time under the boom to be loaded. Well, then, that system got too slow and they developed what's known as the "slide." There's more to it than that but I'm not going to say the word as long as we're on the air.

(We're dealing with history now and you can say what you want. This is just a tape -- not on the air.)

The loader which took the place of the McGiffert was known as the "slide ass." The cars were spotted, the landing was built to match the cars, and this thing as it loaded was pulled by cable across the top of the cars and would load 30 to 40 cars a day. You'd spot that many onto the landing and that many cars would be loaded out each day. The engines worked at night and they'd switch the cars out and put the empties in to get started on the next day. That went on until 1926 when the Holt cat was introduced. I think in the Missoula area we pioneered the tractor, starting off with Holts. Later on Holt and another tractor, the Best, combined and were taken over by what is known at the Caterpillar Tractor Company. They put the good points of the two machines into one and built what was known as the Sixty cat. And that was the beginning of our power logging, that is, gas power.

(Well now, the old-time logging crew was quite standardized as to members and functions with its fellers, and buckers, swampers and so forth. This isn't still the case today, but how has the mechanization of logging eliminated or combined functions in the logging crews or added new functions?)

In the old days the crew consisted of a falling crew (two swampers to a falling crew), a chainer for two teams which followed the falling crew, and a taildown man at the landing to tail the logs down in the skidways. To a crew there was a set of fallers, two swampers, a chainer, a taildown

man and two teams. That was the system under the sleigh-haul days and the chute days. Well, then, when the cat came along it was two fallers, a limber (the limbs were not swamped -- they were just limbed off the trees), a choker setter and a tractor driver.

Then came the advent of the power saw. That came along just after the War in 1945. It would have come a lot sooner only in my case -- incidentally, on the day after Pearl Harbor the CIO moved in on us on our operations, just like a thunderbolt out of a clear sky. We didn't know a thing about it and, of course, from that day on for the following two years we didn't run the job. They ran the job. We had nothing to say. I lost all control over the operation and they just almost did as they pleased. We couldn't get hand fallers, and when things were at their very worst I employed two brothers who were past 80 years old trying to fall trees. They worked one day and the timber they felled cost the company \$24 a thousand, just to cut the logs.

(Because so many of your crew were going off into other War work?)

Into other War work and into the Army and Navy and everything else. Things went along that way until after the War. Then the power saw began coming into its own, and the greatest objection and biggest stumbling block you had to the power saw was the union heads, the men at the head of the union. They would not listen to power saw because it was going to drive men out of employment. There was big money in power sawing and the "gyppos," -- those that were free from the union -- they were proving that there was big money in power saws. Well, they could not stop progress so the men who were the best union men said, "By golly, they've got power saws," and looked for work with power saws where they were making \$50, \$60 a day. So that was the advent of the power saw. Well, finally the union took to the thing and saw that there was nothing to this thing of it throwing men out of work.

(What did the coming of the power saw do to the complexion of the logging crew? How did it change its membership?)

The greatest change that I could see come about was the fact that the men became more satisfied by reason of the fact that they made more money.

(Did it reduce the number of men on a crew?)

There's no doubt about it. It reduced the number of men on the crew, but it did not work any hardship because everybody who asked and wanted and were willing to work got employment.

(Who were the members on the logging crew then when power saws came in?)

The power saw eliminated the limber. We made a deal with the power saw man that "now you cut and you limb and you buck your own logs and we'll pay you so much." It was a hard thing to put across but we finally made it, and the power saw men took care of the falling, the bucking, and the limbing. And, of course, there was just left the choker setter and the cat driver and the man at the landing to take care of the logs after they got into the landing.

(Now, have there been even further changes in the logging crew with the coming of new equipment?)

Oh yes, there is a great big change in the loading. On this slide that I was telling you about it took four hookers, a bull hook, a toploader and a hoister -- six men. Well, that was kicked out. There was a link belt machine with a 40-foot boom and a grapple purchased, and it takes an operator and a man on the car -- two men in place of six men. That's the way it stands today.

(John Dolbeer of Dolbeer and Carson developed the Dolbeer donkey. Did that continue to be the pattern of development? Did the loggers themselves develop their own machinery or did the machinery works do most of it? When did the machinery works begin to become the innovators?)

I'm sorry to say that in our operations donkeys had never been used or were prevalent in our country.

That's because of the size of the timber?)

Yes. Therefore, I'm not in a position to express myself on donkey logging.

(I see. Well now, what about the broader question concerning the development of the logging equipment that you used? At what point would you say that the professional engineers, mechanical engineers began to move in to do the designing of machinery and things in the woods?)

My experience has taught me, Mr. Maunder, that originally in the improvement of the machinery, I would say, 75 per cent of the cases the logger himself would start with some crude idea that bettered things and then the machinery man would hear of it and send his designer in there and improve the thing to perfection.

(Would you say that was true of the bulldozer too?)

The bulldozer particularly. And more so than anything else the recoil springs on the tractors. When we went out at first with the tractor there was a recoil spring on each side of the frame. In order to tighten the tracks the recoil spring was released on one side and maybe not on the other and consequently that put your idler into a cockeyed position so that it ran untrue on the track. A man by the name of Charlie Murphy down in Weed, California, got the idea, "Why not set this spring on top of the frame and just have one spring with a fork into the idler and use one recoil spring instead of one on either side, and the release pushes the idler up through?" Well, Mr. Murphy conceived that idea and then along came a machinery man and took it up and perfected it, and out of Charlie's crude idea we got the real McCoy which we have today for a recoil spring.

(It's rather interesting to see that an industry as individualistic as the lumber industry still has always been rather free about talking about new ideas. People didn't seem to keep their secrets. They spread the word around.)

For myself, I would like to say that I have invented and have a patent both in the United States and Canada on a choker hook which is being used largely today. Our company paid all the expenses concerned in procuring the patents but everybody is using the choker today but nobody ever got a dime out of it. The same with the fantail. The fantail was invented by one of our loggers -- the fantail on the rear end of the cat to receive the chokers. Electric Steel Company of Portland, Oregon, came into my operation and copied the thing and brought it back to their factory and went into manufacturing the fantail.

(There's always been some talk about the attitude of the men in the woods toward the mechanization that gradually took place. What was the attitude of the men toward mechanization? There was the story of the sawyers, for example, who placed their new power saw where a falling tree would crush it. Did you ever run into anything like that?)

I can't go for that kind of a thing, Mr. Maunder. I don't believe that is true. I haven't had it happen in my operations. There was a brand new Disston saw that cost \$1,100 and the first day out it was smashed into a million pieces, but through no fault of the operator. It was just because they didn't know any better. The tree sideswiped on them and crossed the saw as it went over the stump. It brought the saw along with it and that was the end of the saw.

(In other words, a lot of this may be just idle talk? Has any particular region or group of operators been more alert to the development or use of new machinery and equipment than others?)

Yes, sir. Indeed there were, and I can tell you definitely by my own experience who they were. The "gyppo" and the independent contractor,

he's the man who was alert. I want to say here and go on record -- and I hope that my company will get in on this and listen -- that the contractor was constantly discarding old methods of logging and going on to something better, before we were even considering getting what he had already discarded. Yes, sir, I want to tell you that working for a large company is sometimes a great detriment to a man who's trying to get out cheap logs. It's just the same old story. All they care for is that the logs come into the mill, regardless of how. And another reason why we were held back is because, on the whole, the contractor is being paid more money than it cost to put our logs into the mill. He was just making that much profit, if you understand what I mean. You see, even though he was away ahead of us mechanically, he was still getting more money for his logs than it was costing our logs to go to the mill. So often -- and I'm sure the fellows in Potlatch and fellows in any of the large operations would vouch for my statement -- it's a detriment to your own good ideas to be working for a big outfit because you don't get things that a man working independently for himself gets.

(Well, do you think that any one region, like the fir region or the pine region or the redwood region showed more imagination in picking up these new devices than the others?)

On tractor logging, sir, and all the things that go with tractor logging, such as bulldozing, road building and so forth, it's as I stated one time at the Pacific Logging Congress. We wore out two sets of tractors before they even tried them on the Pacific Coast. They made a joke out of tractors -- thought they did not have enough power. Do you remember Orville Miller? I made this kind of statement in a meeting and Orville felt quite badly about it -- that we had worn out two sets of tractors before they had even considered them.

(Was that true all the way across the pine region, or just in the Montana part?)

Yes, all through the pine region -- eastern Washington and eastern Oregon, Idaho, Montana. We were way ahead of the Coast on introducing tractors.

(Well, what about the use of equipment and new methods in logging government timber? Was that encouraged?)

The only objection I ever found from the government on their timber was cable logging, or dragging logs by caterpillar or donkey or anything like that. The reason we never had donkeys was that they always objected in our region to the fire hazard and the fatality to young growth, breakage of young growth.

(Dean Gordon Marckworth: Can I throw something in there? In regard to this development of machinery, the Intermountain Logging Conference over there did a lot to help develop machinery.)

There's no doubt about that, sir, particularly during the War. We had our mechanics' school which taught men how, for instance, to build up the rollers and build up any part of a cat that was wearing down. They had a regular school during the War that taught people how to take care of machinery.

(Who were the men who really formulated the Intermountain Logging Conference and gave it its impetus? This was the first of the regional logging conferences, wasn't it?)

I was the originator of the Intermountain Logging Conference. It got its inception through the fact that I had attended a great many Pacific Logging Congresses and there was never a consideration given to the Inland Empire or the pine logger whatsoever. It was all coast logging and high leads and cable logging. Nothing was said for the pine logger at all, and I thought to myself, "Well, it's no use coming here any more. We can't learn anything." So I conceived the idea of having our own conference or congress. It took very, very badly. Mr. Whisnant particularly was definitely against it. As a matter of fact, he became very arrogant; he didn't want such a thing at all. But anyhow, I prevailed and we won out and we got the permission of what we called "the parent organization" -- the Pacific Logging Congress -- to put on the Intermountain Logging Conference. Well, instead of being a detriment to the Pacific Logging Congress, the Intermountain Logging Conference, and all the other four regional logging conferences, became the best thing that ever happened to the Pacific Logging Congress. It doubled its attendance since the inception of these conferences.

(When was the first Intermountain Conference held?)

1939 in Kalispell with an attendance of 40 men. That's all that there were -- 40 people.

(Who were some of the other men that took the lead with you?)

There was Herman Carroll of Kalispell, Mr. E. N. McDevitt of the Somers Lumber Company, and Mr. E. C. McGregor of the Boise Payette Lumber Company. He was deeply interested in it all through the remainder of his life. There was also Mr. McEwen, my bookkeeper for 30 years or more, Mr. L. M. Tarbet and Charlie Keim. He was the secretary, and incidentally, I paid him out of my own pocket for four years when he first became secretary in order to put the Conference across. Then, when the War came on and the mechanics entered into the thing and the upkeep of machinery -- trying to keep machines going through the War without parts -- I give the bulk of the credit to Jack Morgan and Bob ~~Hollen~~. They were the brains of the mechanical school.

Olin

(DM: Well, I think another thing in there, Don, that came out of that Conference was that the big companies sent their top men there to learn what the industry wanted. The history of most of our machinery has been that

they built a machine for some other purpose and then they tried to get the loggers to use it and the loggers had to teach them how to modify the equipment so that it would be what the logger wanted. Your loaders were never built for loading logs; they were always built for something else.)

For dirt movement. And then there were applications put on them to fit them for logging.

(DM: But they always had their top men out there. They took some awful beatings too, didn't they, Don?)

Yes, sir, indeed they did.

(When did safety begin to be a notable factor in the woods?)

I was quite surprised, Mr. Maunder, when I came to that paragraph of your questionnaire. In all my time in the woods, safety has always been a prime factor. And when safety was not a prime factor, it was the man himself who was responsible, not the foreman or the man in charge of the job. He was always safety conscious, but he couldn't be everywhere at the same time, you know, and men got careless and would get killed and maimed and broken bones, broken legs and broken backs. In the chute days, for instance, hot lunches would come out to the woods, and the lunch would be set out on tables at the landing. Well, some fellow was out a mile on the chute, you know, and he conceived the idea, "I'll get a piece of bark and ride down the chute," and he'd get a piece of bark and jump into it and take a ride down the chute. Pretty soon a log would come going 60 miles an hour and come behind him and go right through him.

(His own darn foolishness.)

His own foolishness, absolutely.

(In other words, safety has always been a factor in the woods?)

Yes, I would say that definitely it was.

(Well, there came a time when education on safety became a factor.)

I would say along about 1916 the Red Cross sent out a safety man. I forget the doctor's name, but he had the title of doctor. He came into the woods and preached safety, and taught first aid, how to set splints on a broken leg or broken arm, bandage wounds on the head and all that, which was very, very fine and a great help. Personally many and many a time it helped me out -- the teachings of this man who was sent out by the Red Cross.

(And there then came a time when you began to devise rules of safety that had to be enforced.)

Now then. I kind of talked detrimentally of the unions, but I now want to say something for them. Enforcement of safety rules did come through the unions. They demanded and gave permission that any man who did not adhere to rules that they laid down be fired off the job and there would be no questions asked. They brought the "hard hat" into vogue, and they brought schools of safety. Certain union men came into the camps and put on their little safety schools every so often.

(The unions did this before the companies did?)

I give credit to the unions. Of course, the companies stood behind them, you know, but the first real safety teachings, outside of this man from the Red Cross, came through the unions.

(You say they held schools. Did they have printed materials that they handed out?)

Oh, yes. Printed materials and demonstrations.

(When did that start?)

In the late '40s.

(In other words, there was quite a long spell between this doctor from the Red Cross and ?)

Yes, there was a lapse of 30 years there.

(What part have the machinery operators played in increasing safety factors, devising safety devices?)

They put safety devices on their machines. The first tractor company came out with the clutch and the clutch bearings all exposed, and that thing was turning around there, probably a thousand revolutions a minute. As time went on they got a cover which covered the clutch and the clutch links, as they are so-called.

(It would drag a man into it?)

Or he would get his pants leg caught, which has happened. Some of the men got their arms caught and cut off in these clutches. And they brought a cover for the sprocket wheel on which the track revolves. They put a guard over the fan on the radiator, which kept the fan safe from limbs. On the first cats we had the fan ran wide open and then they brought in a shield that fitted around the fan. That was a great stride toward safety.

(It's all been a matter of learning by experience?)

By experience and by people getting caught. On the first cats that came out the radiator was open and was exposed to limbs or anything that came along, and then they came along with a great big heavy shield all plugged with holes that protected the radiator on the front side.

(In the history of logging methods whom do you view as the men who have made the greatest contributions, where did these men come from, and what do you know about their background?)

Mechanically, Mr. Holt and Mr. Best, who invented the tractors, I feel made the biggest contribution in the advancement of logging in that they were the men who invented the first tractors. I never met Mr. Holt or Mr. Best. They were alive in my time but I never knew the gentlemen, but I figure that Mr. Holt was the greatest inventor. He did not have logging in his head at all when he invented the tractor; he was strictly a wheat farmer. But the thing evolved and worked itself into logging and became, I think, the greatest instrument of cheap logs and easy logging that was ever brought into the woods, combined with the bulldozer.

(Who among your contemporaries in logging supervision and direction stand out as real leaders in the field?)

Well, Mr. Maunder, in my estimation that would be a man by the name of Clare Noggle, who was logging superintendent for the Potlatch Forests for a good many years and has now passed away. Did you know Mr. Noggle? I think that he is entitled to the greatest credit. He was the man who first brought the Osgood portable loader into the woods. As a matter of fact, he went back to the factory and put his own design on it to fit the logging industry.

(Again a case of a logger directing the development of the machine. Did a lot of these men come up through the same route that you did, from the ground up in the industry?)

Up until the forestry school took ahold they all came up through the ranks. Nowadays they start at the top.

(DM: Not quite.)

Almost. The man who took my place never knew what it was to put out a day's work for the company at common labor. I give him all the credit in the world. He is a fine man, and by George, he's a brilliant man and he's going to fill my job better than I ever did, but at the same time he never did one day's work for the company in the way of sweat and hard labor. I've got to give credit to the forestry schools. They're sure putting out the product nowadays. It was a sad affair up until about ten years ago, I would say. They were the butt and joke of the whole logging industry, particularly in our part of the country.

(What part have cost analyses played in determination of logging methods?)

Well, I'll tell you, Mr. Maunder, I never could see -- of course, I may be old-fashioned -- but I never could see cost analyses because every trip you make is just a little different from the one before. There are things governing the production of logs and the harvesting of logs that I just cannot see how it can be applied to a stopwatch or a cost analysis. Over a period there's a possibility that comparisons can be made, but I mean from day to day, there's so many things entering into it. Maybe you could put a little light on that, Dean. You know more about it than I do.

(What I was getting at was to find out how long this method has been used?)

Well, people come into the woods where I am with a stopwatch and they ask me the question, "Well, now, he made that trip in 20 minutes. He's been gone for half an hour this time. How is that he's not back in 20 minutes?" There are just a thousand things to counteract that kind of a question. Heavens, they're getting in tough places, bad places, and two trips just cannot be alike in bringing logs into the landing. Do you understand what I'm talking about?

(DM: Yes, I know exactly what you're talking about.)

(Has using this technique been at all successful in reducing costs or is this just one of these theoretical ideas that doesn't work out in practice?)

In my way of thinking there's only one thing that reduces costs and that depends on the output per man. It's all governed by the men working in the woods and how much they're willing to put out.

(It's a matter of morale.)

Yes, morale and particularly the times. If times are good, you're not going to get the output. If times are not quite so good as they are at the present moment, you're going to get twice the output of logs that you really want.

(Is that right?)

Yes, sir.

(Do you agree with that, Dean?)

(DM: It sounds pretty good.)

Gentlemen, here's another way of putting it. If times are good, figure on twice as many logs as you really need. When times are bad, figure on just about half as many logs as you really need, and you'll come out just about right.

(During the depression when prices were down we know that many companies continued to operate although they were losing money. During such a period are there changes in methods or use of machinery as a result of these conditions?)

I went through one depression in logging and there was no change in methods for the reason that you couldn't get money to make the change. The companies just would not give up one single dollar for changes of any kind. I always did think that it would be a good time to make changes, but on the other hand, there was just no money to make the change or to buy new equipment. We just had to go along with what we had and went all through the depression under such circumstances.

(What about less dramatic periods, as for example, a year or two when there's a slight sag in the market as we're going through right now. Is that affected similarly -- the reluctance to make change?)

I don't think so quite so noticeably as in the real depression. Since the slack came on we've invested \$40,000 in a single machine, which has brought very fine results. That's the machine that I was talking about that was put on the loading where two men replaced six.

(Here's one that's looking ahead. What important changes in logging methods and machinery do you see as the coming trend?)

I'm silly enough to think that some day they're going to be getting logs through the air. I think there's going to be a helicopter developed that's going to bring logs into the mills. I really do. I don't think it's far off. I think it will occur in the next three years.

(You think it's that close?)

I do.

(What economic or other forces are moving for these developments?)

Well, certain people who are in the business of building helicopters are seriously interested and are working right today on that very thing.

(This will open up all kinds of areas that previously couldn't be logged.)

(DM: Isn't one of the reasons for that, Don, that the easy shows are all logged?)

Yes, the easy shows are all gone. They've got to find another method. The truck replaced the railroad in getting to places that were inaccessible, but

now the truck is at the end of its line. It's got to go over the hump and can't do it so you've got to find something different.

(I think we should have a few tales here. We've been talking a lot about facts, but we haven't any of the color and the real blood and guts of the industry, so to speak. I think Dean Marckworth could probably tickle you a little bit upon that because you've heard some of Don's stories, haven't you? You set him off.)

(DM: Some of the funny things that happened up in the woods, to you and some of the other fellows.)

Well, my brain's not clicking to think of these these things now.

(DM: Did they ever have any fights back in the woods?)

In the old days an awful nice thing was the old bunkhouse, you know, smelling to the high heavens, and 40 or 50 men thrown together. There was generally a fiddler and we used to have a jig dance and sing old lumber camp songs and enjoyed ourselves during the evenings that way. We had really a good time. There used to be great things. On Sundays the cooks would get drunk, maybe. There was one fellow -- old Terrible Tom, Tom Kitts was his name -- and Old Tom one Sunday came into the bunkhouse. Some fellow made some remark about the Sunday dinner and Old Tom rolled the apron up around him and he came in with the cleaver and said, "Where's the son-of-a-bitch that's kicking on my chuck?" And everybody started in, "Not me, Tom!" "Not me, Tom!" And he said, "You goddam sons of bitches, I'll make you eat it. By God, I'll make you like it." I'll always remember that one.

(The lumberjacks in those days were a different breed?)

That's right. They weren't the same kind of people.

(DM: In those days none of your crew were married, were they?)

There wouldn't be one man out of 200 that was a married man. Nowadays most of the fellows are married and have homes. Out of a crew of 100 men there are 20 that live in the camp and the rest of them go to their homes and families.

(DM: They've got automobiles.)

Oh, yes, the very best of automobiles.

(DM: And television.)

You bet. There's television right in the camp today and we're on our last camp right now. I don't think there ever will be another camp after this one.

(Don, you go back to the early days of this century in logging. Do you ever remember hearing Paul Bunyan stories in the woods?)

Oh, yes, indeed. There were lots of Paul Bunyan stories, but I just can't repeat them. I have a book on Paul Bunyan.

(Yes, that came along about 1916 when the Red River Lumber Company of California got interested. What I'm getting at is this. Did you ever hear any of the Paul Bunyan stories or jokes before that book came out?)

Well, they used to tell about that one where the flunkies had roller skates on to get through the dining room. They'd tie a bacon slab on one of these flunkies and he'd get on the griddle to grease it for the hot cakes.

(DM: You never had camps that big, did you, Don? Well, you were talking about sitting around the bunkhouse at night spinning yarns. Were there any Paul Bunyan stories told then?)

Oh, yes. They always used to tell Paul Bunyan stories. There was a fellow named Johnnie Berdore; he was the greatest man in the world to tell stories. We used to tell one on Johnnie, about one time he went into town and by mistake in his drunken condition he went into one of the swell restaurants, which was known as the Coffee Parlor, in Missoula. He didn't intend to go. He always ate in one of the joints, but he went into the Coffee Parlor and sat down at the table. There was a great big white table cover on the table and dishes all around. The food was put on the table and Johnnie began to lean back. Pretty soon he overbalanced and he made a grab for the table to keep from going over. Anyhow, the tablecloth came with him and the whole thing dumped right in his lap, and Johnnie said, "Oh, Jesus, I'm a self feeder." There's all kinds of these yarns that went around. I think I've said enough.

(Oh, no, you haven't at all. There's a great controversy going on over whether Paul Bunyan was a real character that the lumberjacks used to talk about before he got into a book or whether they started to talk about Paul Bunyan after he got into book form.)

The lumberjacks talked about Paul Bunyan so much that they really thought he was a man, somebody that really existed, but Paul Bunyan was a myth; there never was a Paul Bunyan.

(What was their concept of who he really was originally? Was he some French-Canadian?)

A giant from the State of Maine -- originated in Maine.

(Did they refer to characters like Babe, the Blue Ox, or did they come later?)

Babe and Paul were supposed to have dug the Puget Sound after they had levelled off Michigan and Wisconsin and Minnesota.

(And they told those stories long before Jim Stevens?)

Oh, yes. They used to tell them among themselves and everybody'd vie as to who could tell the best yarn on Paul Bunyan. I used to hear them by the hundreds but now that I've gotten old I've forgotten all of them. They've all passed out of my mind.

(DM: Don, how long did these fellows usually stay in camp before they went to town?)

Well, sir, myself for one, I stayed in camp as high as 14 months without going to town. The general average would be -- of the fellow who tried to get ahead or make something out of himself -- he'd go in in August and stay until the 17th of March. Then there was what they called the "ten day men," "camp inspectors." They never stayed. They roamed from one camp to another.

(The camp inspector was the name they gave the hopper?)

Yes. They were known as ten day men or camp inspectors. Always find some excuse for quitting, something was going against them. Nine times out of ten it would be the man they had to work with. They'd make the goat out of him.

(Where did most of your labor come from?)

In the good old lumberjack days they were from Michigan, Minnesota, Wisconsin, once in a while Virginia and Maine. Principally, it was as the timber went off in the middle states, they moved from Michigan, Wisconsin, and Minnesota. French-Canadians, Canadian Irishmen, and so forth.

(A lot of Scandinavians?)

Oh, yes. The timber falling suffered terribly when they put the ban on Scandinavians coming into the country.

(Who were some of the real characters that you remember from those days, men that stand out in your memory?)

Well, there was a man by the name of Tom Roach who was one of the finest physically, and the cleverest kind of a man -- an all around lumberjack. I always envied him because I couldn't be as good as he was.

(When was he with you?)

He was with us from the time I went to work for the company until he left to go back to Canada in 1916. He got married and raised a family back in Canada. As a matter of fact, he called on me this last summer.

(Is that right? Where does he live now?)

He lives at a place known as Rexton, New Brunswick.

(Was he a Frenchman?)

No, he was an Irishman, Irish descent.

(Who else do you remember as standing out?)

There was a very outstanding man by the name of Bill Brian, a Michigan lumberjack, who came out here and was hired as a camp foreman. He was a very fine woodsman and while he could not read or write his name, he certainly had a very fine way of handling men and understood men. He had patience and was tolerant and he was a marvelous man to lay out roads and build camps. He just knew the business from A to Z. I learned a lot from him.

(You were working for Anaconda all this time? Who were the fellows in the management of the company that you remember?)

My first manager was Mr. Kenneth Ross, who was a Nova Scotia Canadian. And the first logging superintendent I worked for was Kenneth McDonald. He also was a Nova Scotia Scotchman. Then along came Mr. Norby. The logging superintendents I worked for were Kenneth McDonald, John Norby, Art Douglas and Frank Mallory -- four logging superintendents -- and I replaced Frank Mallory on June 8, 1923. I was superintendent from then until I retired January 1, 1957.