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THE EARLY YEARS OF WALLOWA COUNTY
RAILROAD LOGGING

by

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Anthropology 405
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THE EARLY YEARS OF WALLOWA COUNTY

RAILROAD LOGGING

INTRODUCTION

This paper is the result of research conducted on old Wallowa County newspapers from 1908 through 1928. All of the newspapers issued during these dates were viewed on microfilm (The Wallowa Sun 1908 - 1924; the Enterprise Record Chieftain 1914,-1915 - 1928). Over 300 copies of articles applicable to the railroad logging history in Wallowa valley were made, read, listed, and briefly sketched for later reference. Of these many articles only approximately 110 were used. Ray Cowan of Wallowa loaned to me for most of the summer, an old map which contained some of the Bowman-Hicks Lumber Company logging railroads on it. A simple tracing of the map is included in this paper. Ray's willingness to help me and to allow the use of his map are gratefully acknowledged. Other works provided scanty information, but were used along with the newspapers. The newspapers have supplied the basic material for the paper.

The history of railroad logging is so varied and intricately tied with big business interests from outside the county and even from outside the state that it is difficult to get a good grasp of the entire picture. This paper was not meant to be a complete account

of this period of time. It omits, except for brief mention, several aspects of the picture including, the big business involved, politics, union strikes, the locomotives and logging equipment used by the companies, and the small sawmills which were an important element in this complex period of time. These mills were invaluable to the local economy and social well-being of the many residents of the county- as they are today. Obviously, this paper indicates a need for more work in the area of Wallowa county logging and railroad logging activities. It is hoped that a few questions will be answered by this paper, but more importantly that many new ones are raised.

*the sawmills
mentioned*

THE SAWMILLS

During the early 1900's, Wallowa Valley was to have many small and a few large sawmills (42:40)¹ which were to effect the economic base of the area for years to come. For the most part, the small mills were a necessity for the settlers (42:40) who began arriving in the late 1800's (4:1). Many of these smaller mills were probably never recorded, except in memories. However, the local newspapers usually reported on the activities of the larger sawmills, except when a fire or accident created a newsworthy bit of information about the smaller mills.

By 1908, many activities were occurring which suggest an increased awareness by business of the profits to be made in the

¹For the sake of brevity, documentation of sources will be indicated by the number assigned to it in the list of References Cited.

lumbering business. The Nibley-Mimnaugh Lumber Company began construction on a large mill pond near the town of Wallowa (118). Meanwhile, either in 1908 (13) or 1909, Duval Jackson of Kansas City, with the help of G.E. Hayden began purchasing land in the Smith Mountain area (41).

These purchases were then later traded for the George Palmer Lumber Company's timber holdings north of Enterprise (41).

Nibley-Mimnaugh Lumber Company

The Nibley-Mimnaugh Lumber Company was to be the first fairly large lumber operation in Wallowa county (26), and it would include eighteen miles (1:144ff) of logging railroad which provided the means for bringing logs to the mill (117). James Mimnaugh, later to become the company's president (110), began purchasing land in Wallowa county during 1901. However, it was not until 1905 that he bought timber holdings near Dry Creek. Three years later the company mill was built in Wallowa (110).

Six buildings were planned for the mill site; an office, barn, warehouse, blacksmith shop, planing mill and box factory, and the big sawmill (117). The already established Bear Creek sawmill was contracted to supply the lumber for the big mill (58). The company continued to grow and by 1914 had increased its daily capacity (86). Throughout the following years, the number of days that the mill ran each year increased (62), and the company continued to prosper as indicated in 1922 by the construction of a new shed for dry lumber (45).

Late in 1922, James Mimnaugh died leaving his stock in the company to his wife and three children (110). The following year the company

was sold to the Bowman-Hicks Lumber Company of Kansas City (81).

George Palmer Lumber Company

Although based in La Grande, this company had holdings in the Howard Creek and Smith Mountain areas of Wallowa county (102). It had been organized in 1904 and began mill operations around 1907 (87). By 1913, the company began building a logging railroad up Howard Creek. This railroad would open the Grossman country for timber harvest (89). About thirty years later this grade was widened and leveled for use by modern day vehicles (14).

The company's founder, George Palmer, passed away in 1922. Soon after his death, the company was purchased by the Bowman-Hicks Lumber Company (87).

Bowman-Hicks Lumber Company

This company began operations in Wallowa county after the purchase of the George Palmer Lumber Company in 1922 and the Nibley-Mimnaugh Lumber Company in 1923 as discussed above. The timber holdings of the Grande Ronde Lumber Company were also acquired at this time consolidating much of the land in the western part of the county (26), giving Bowman-Hicks a total of 125,000 acres (81). Improvements were made throughout the entire operation under the new management. The Bishop Meadows camp was to be increased, railroads bettered, and the mill shift doubled (81). Wages were also increased stimulating business in the town of Wallowa (11).

By 1924, however, lumber prices had begun to fall (6), and in 1927 cutting was curtailed, but logging was not (65). The

following year, "all of the timber and logged-of lands of the Bowman-hicks Lumber company in the county, amounting to 140,000 acres are (were) offered for sale." (32) The land sold for \$3.50 per acre (32). The uncut timber would belong to the company until it was cut, after that the company would be done (32). According to Adams, the company survived until 1936 (1:144ff).

Grande Ronde Lumber Company

This company had timber holdings in Wallowa county (26), but it is not known whether or not railroads were used in conjunction with their logging activities.

East Oregon Lumber Company

This company was the result of Mr. Duval Jackson's action in 1908 (41). In 1914, the East Oregon Lumber Company was becoming a reality in Enterprise. Eager to have the new company based in their town, "the citizens of Enterprise gave 80 acres in the heart of the city to the company to secure its location" (94), arrangements were also made to secure right of ways for the logging railroad. The Enterprise Commercial club was to give "the site and the right of way, and the company agrees(d) to construct and operate a two-band sawmill of 100,000 board feet daily capacity." (34)

By October 10 1914, the machine shop and engine house foundation were completed and work was progressing on other foundations and the mill pond construction (63). The lumber for the main mill was contracted to John E. Patterson, who moved his sawmill (115) to "the head of Davis Creek" (46). The job was completed, except for planing

in late October of the same year (46). The "lumber for the machine shop and round house" was ordered from the Nibley-Mimnaugh Lumber Company in Wallowa (35) and was delivered within a week to the mill site (56).

The first log was cut on November 22, 1915, but it was not until the 18th of February, 1916 that both sides of the big mill became operational (31).

In September of 1919, the big mill was completely burned to the ground (64). Although tragic, the result of the fire was to be a new, more efficient and large mill (79), which opened early in July, 1920 (66).

Throughout the following year, improvements in operation and efficiency were constantly being made (21).

During the mid 1920's lumber prices began to waiver (57), until finally in 1924, the mill was selling some of their lumber at one-third below cost (98). Wages were reduced causing some workers to quit in protest (29). The company continued to make changes; employees were fired because they "failed to cooperate" with the new work methods established to cut overhead costs for the company. (104). This resulted in a small riot and kidnapping of the three men hired "from outside the county" to introduce and enforce the "better methods of handling lumber" (104). As lumber prices remained low through 1927, further reductions in wages and a reduction in production became a necessity (96). However, work in the woods continued (40). A "sales agency" was organized by the larger local mills (Baker, La Grande, Medical Springs, Wallowa and Enterprise) to bypass the

middleman (33). This effort did not help the East Oregon Lumber Company for in July of 1928 the mill was shut down for the last time and the bankrupt property was sold, free and clear of debts, to the Oregon White Pine Lumber Company of Kansas City on October 17, 1928 (76). The purchase price was \$225,000. (22).

Oregon White Pine Lumber Company

The company was formed in Kansas City, Missouri, to purchase the bankrupt East Oregon Lumber Company (76). They planned to re-open the mill for activity in January, 1929 (112) but problems especially with payment of back taxes (108) and "the Enterprise Logging company, which holds(held) the many miles of logging railroad and its equipment" (118) slowed the January, 1929 opening somewhat (91).

According to a County Assessor Office employee, the Oregon White Pine Lumber Company did not run the logging railroad after the purchase of the East Oregon Lumber Company (personal communication, summer, 1977).

Smaller Sawmills

The small mills included here were the ones which were most often mentioned by the two papers researched. None of them appeared (except for the Wallowa Pine Lumber Company) to use the logging railroad as a means of transportation for the logs brought to their mills.

Bear Creek Lumber Company

This company was incorporated in 1909 (71). It was planned that a large mill with a daily capacity "of between 35,000 and 40,000 feet" (71) would be built. This mill, along with the Nibley-Mimnaugh mill, and the many smaller mills both planned and already in operation would

supply the town of Wallowa with an estimated 30,000,000 feet during a year's time. The company's timber holdings were mostly in the Bear-Creek area (71).

The mill was to be located "about two and one-fourth miles from Wallowa and at the head of the city's water system" (71). By 1910, the mill was producing 40,000 feet each day (10). The company must have begun to fail during the following years because, in 1917, rumors were circulating to the effect that the Bear-Creek Lumber Company would be purchased by a new company, the Wallowa Lumber Company (92). Finally, in 1919, the Wallowa Pine Lumber Company did take over the Bear-Creek Lumber company (111). Plans for a logging railroad had been discussed in 1917, (92) however, no mention of this was made in the 1919 article printed by the Wallowa Sun. Failure of the sawmill was attributed to lower lumber prices (111).

Wallowa Pine Lumber Company

This new company was to acquire "the timber holdings and all other property of the Bear Creek Lumber Company" in 1919 (111). Their mill was to be located in the same area as the planer for the old Bear-Creek company (111).

Minam Lumber Company

This outfit had been in operation several years (78) before the stockholders planned in 1919 to put a new sawmill at the junction of the Minam and Wallowa Rivers (70). This mill was to have an unusual method of getting logs to the mill; a splash dam was built 32 (78) or 35 miles up the Minam River (105). The water was released

as needed every "day or every other day" to carry the logs down the river to the mill, between 20 and 30 days were needed to accomplish this feat (106:194). "The driving season ... consist(ed) of the three spring months, April, May, and June, when water is(was) highest". Even though the Minam River proved a cheap and easy logging railroad (78), the company shut down operation in 1925 and was sued for non-payment of debts in 1927 (69).

Lapwai Lumber Company

This mill was located above Gwynne (107) and "was the first of any consequence to start cutting near Enterprise (44). This mill ran for eight years, from 1912 (43) until 1920 when it was sold and the parts went to Asotin (68).

Wilson Lumber Company

This mill built in 1917, had a daily capacity of 25,000 feet per day. It gave some 20 men jobs and was located on Elk Mountain (114).

Dawson Brothers Lumber Company

Like the Wilson mill, the Dawson mill was built during 1917, but was located on Sheep Creek (73).

McKinley-Hampton Mill

This small sawmill was "operated in the timber east of Little Sheep creek (74).

Many other named and unnamed mills were scattered throughout the county, they will not be discussed here, but should be addressed in further studies.

During the 1920's, many of the county's mills were effected by

the various lumber price slumps, however, hardest hit were the large mills which had to compete with low eastern prices. Since the east was "the ultimate market for most of the lumber cut in the nation" (57), the cause of low lumber prices in 1923 and 1924 was a lessened demand for pine in the eastern states. The lessened demand was the result of increased southeastern productions of lumber which supplied eastern needs. Other important factors included lower labor and freight costs in the east (57). The companies were also effected by I.W.W. strikes (48), and the shortening of the work day to eight hours (27).

The leadership of these companies was entwined, many office holders were also officials or directors in similar and/or neighboring companies or businesses. Examples of this fact include C. W. Nibley, the first president of Nibley-Minnaugh was also president of the Grande Ronde Lumber Company (39). Duval Jackson, while president of East Oregon Lumber Company was also president of another lumber company in the south (30). Most of the local mills discussed in this paper were connected by a father-son relationship (39) or by one official holding office in two different companies (33).

Because many of the large mills were started by outside business interests, it follows that while these companies supplied jobs for county residents, much of the profits went outside the county. Some of the 'outside' associations are discussed below:

Nibley-Minnaugh Lumber Company. The president in 1909 was C. W. Nibley, of Salt Lake City. He was described as a "man who has(had) ... extensive holdings in Oregon, Idaho, and Utah." (39)

George Palmer Lumber Company. Associations unknown.

Bowman-Hicks Lumber Company. This company was based in Kansas City (81) and was strong enough to purchase two companies and the timber of a third (see Bowman-Hicks Lumber Company above).

East Oregon Lumber Company. Also a Kansas City operation. Duval Jackson, the company's president had several others involved in his company from Kansas City, two of these men were described in a Kansas City Star article as "a capitalist and former Oklahoma banker..." while the second was "a president of the Commonwealth National Bank..." (30).

East Oregon White Pine Lumber Company. This company was able to purchase the East Oregon Lumber Company because its corporation consisted of two banks and a bond house, all of which were based in Kansas City (76).

Bear Creek and Wallowa Pine Lumber Companies. Both were formed by interested Salt Lake residents. (111).

COMPANY RAILROADS AND THEIR CAMPS

Railroads were the primary source of log transportation for the larger mills who could afford them. These included the Nibley-Mimnaugh Lumber Company, East Oregon Lumber Company, George Palmer Lumber Company and the Bowman-Hicks Lumber Company. Several railroad grades are indicated on the enclosed map, their general locations described in the two newspapers researched. However, others remain to be discovered via an on-the-ground search and/or personal interviews with individuals who worked for these companies.

Nibley-Mimnaugh Lumber Company

The first grade to be surveyed by the company was up Whiskey Creek in 1909 (117). It was not constructed until 1913 (92a), two years later, a spur from this line branched at the present day Perry

Johnston ranch and went up Willow Creek (67) which is next to the present day Powwatka Ridge road (36). A camp was established at the end of this line approximately a mile from the "edge of the timber" (100).

Apparently one railroad grade had been previously established in Dry Creek because in 1922, a new track was to be laid up Dry Creek and "six miles of the old track is(was) to be taken up" (83). The finished grade up Dry Creek extended seven miles (51). The following year approximately three miles of line was run "up the right fork of Armond Creek (sic) from Dry Creek" (109). The Whiskey Creek tracks were pulled up during this same year, 1923 (82).

Company camps were established to care for the crews working in the woods. The Nibley-Minnaugh company placed their Camps 1 and 2 west of Wallowa, Camp 1 at the bottom of a mountain while Camp 2 was located at the top, one and one-eighth of a mile from Camp 1 (72). (The newspaper article gave no further information on their locations.)

Months later, in 1923, the company sold out to the Kansas City based Bowman-Hicks Lumber Company (81).

George Palmer Lumber Company

This company was based in La Grande (1:144ff) but held a good deal of timber in Wallowa county (87). In 1913, a line was put up Howard Creek into the county to tap the company's resources (102), and went at least as far as their Camp 5². A switch existed at the point where Wise Creek and Howard Creek joined (14). It is assumed that a line was pushed up Wise Creek to Smith Mountain because in 1914,

²Camp 5 is still shown on present day maps.

the Wallowa Sun reported that the Palmer Company had moved their Howard Creek camp to a place on Smith Mountain "about twelve miles from" Wallowa (75). The grade to Camp 5 passed through a large rock cut just below the camp. This cut was so expensive that it broke the Palmer Lumber Company as they were never able to retrieve what it cost to make that run (14). This company also pushed a grade up the Grande Ronde River at least to Grossman Creek (88).

The only well established Wallowa county camps, confirmed by research were Camp 5 as mentioned above and the camps on Howard Creek and Smith Mountain (75). Outside the county, a camp had been established at Vincent where there was a hotel at one time (14).

Bowman-Hicks Lumber Company

When this company purchased the Nibley-Mimnaugh Lumber Company in 1923 (81), and the George Palmer Lumber Company in 1922 (87), it was also assuming possession of the railroad grades already in existence. The grade locations other than those mentioned above, were supplied by an old map of some of the Bowman-Hicks Lumber Company which is in the possession of Mr. Ray Cowan of Wallowa. These known locations were not the only lines run by the company. This was determined by newspaper articles referring to company camps (116) which must have had lines running through or near to them.

The first line to be expanded by this company was the line running to a camp in Bishop Meadows (5). This camp was to better the extensive Camp 10 of the East Oregon Lumber Company (77). The Bishop Meadows camp, later called Maxville (60), was to be a small town for seven to

eight hundred people, and would have "a company store, warehouse, a hotel, an amusement hall, and over a hundred well built houses" each to have "electric lights, running water, and other conveniences" (5). A school was also established (99).

Another line was run from Camp 5 of the old George Palmer Lumber company to Maxville.(7). The exact location of this line could not be determined. A grade was then run from Maxville to Wallowa (60), via the Armin Creek (sic) and Dry Creek railroad constructed earlier by the Nibley-Minnaugh Lumber Company, providing a through line from Vincent to Wallowa (3). Camps 1, 2, and 4 were located on this main line (72, 54). The Wallowa Maxville line was later expanded toward Promise(8). The tracks from Vincent to Maxville were torn up late in 1924 (84). Other lines were added to this company's main line (see Cowan's map).

East Oregon Lumber Company

This company did not own its own railroad and railroad equipment (22), but did have the right-of-way, at least up Trout Creek (34). The surveying and grading of these lines was a continual activity throughout the years and was done ahead of actual logging activities (103a, 19). However, the 'working' lines were first to run north "practically along the same route now followed by the Enterprise-Lewiston highway" (106:191), to the head of Davis Creek and the Patterson mill (46) where a "y" was surveyed and constructed (35). From this point the grade was pushed "more than 8 miles up Davis Creek (9).

The rails in Davis Creek were removed and placed on "the new line into Swamp creek" in 1918 (9). This line began at Camp 1 (at the head of Davis Creek) (61), and went east, "climbing over the low divide and then worming its way down to the water course" in Swamp Creek (9).

The Swamp Creek line was to be a difficult grade to use and to maintain because of the soft ground and long, wet season common to it (52, 103). Logging continued through 1923 when a decision was reached to push the new main line north from Camp 1 (17). This new grade would be no more than 3% at any point, with spurs "built out to the various ridges and to the lower levels" (23). It was constructed by machines new to county residents, the equipment was described as "two road shovels, each moving on its own tractor power" (59). An important ingredient in this main line was the construction of two trestles as the line left Davis Creek (47). The second trestle was quite large, "about 340 feet long and 47 feet high, of very heavy construction and up to the standards of best commercial railroads" (80). These grades were well planned, it had required five surveys of this main northern line (17) before the 'best' way was decided upon. "A contour map of the whole north country in which the company is interested was made" in 1923 that "shows(ed) where the main line and all spurs will(would) run (47). Even as timber prices began to slump in 1924 (57), construction at the mill and on the logging railroads continued (98). By early in 1927, the railroad had been extended at least to Kuhn Ridge (40). How much further the 'working' lines went is unknown. Plans had been made in 1923 to extend the railroad to Sled Springs and beyond to Flora (59).

Grading probably was continued ahead of actual tracklaying as had been done in the past (80).

Lumber prices did not improve and the company faltered until it went into receivership in 1928 (106:193).

Company Camps 1 through 4 were located on Davis Creek. It is not known exactly when the camp at the head of Davis Creek was named Camp 1, but by 1917 the name was in use (61). The same area had been used previously by the Patterson mill to saw the huge timbers needed for the big mill in Enterprise in 1914 (46). Also located here had been the "tie camp" which supplied hand-hewn ties for the Trout Creek line (38). By 1916, 200 people lived at Davis Creek and a school district was established for the children (100). The buildings at this camp consisted of a "well built store, lodging house, and barns and several substantial cabins" (61).

Camp 2 was located above Camp 1, approximately "two miles north" (61). Camp 3 during 1917, was "the largest of the company's camps". The buildings here were a "store, boarding house and barn" (61), the occupants also built cabins (12). This third camp was "about 20 miles north of Enterprise" (25). Camp 4 was for the most part unrecorded in the newspaper articles, however, it was obviously north of Camp 3 (61). Since the line ran eight miles up this creek, Camp 4 and possibly Camp 5 (this camp was never mentioned) were located near the end. Logging was completed here in 1918 and the camps were abandoned for Swamp Creek (9).

Swamp Creek Camps 6 and 7 were not specifically located by research,

except for the fact that they were in Swamp Creek (16). It is known however, that life in the woods was to be much nicer here than it had been in Davis Creek. The Loyal Legion planned on building "a large amusement hall and club house", while the company itself was to put in a bath house and build "portable living quarters" complete with a "combined kitchen and dining room" (2). The loss of the big mill to fire in 1919 (64) slowed the woods operations somewhat (49).

Camp 6 at the least had a railroad "y" and a coal dock (18) and was probably located very near the point where the grade from Davis Creek connected with Swamp Creek. A second camp (probably Camp 7) was established five miles above the first camp in Swamp Creek (15) and contained at least a portable office building and a commissary (85). By the end of 1923, these camps were abandoned (53) for the new main line (23).

The new main line which was to run from below Camp 1 to above Sled Springs (47), would have two established company camps on it. The first, Camp 9 was put "between the main line extension and the Mud Creek line", "on a flat at the head of Mud Creek" (80). It was to be occupied not as a permanent camp but as a headquarters (80).

By 1925, Camp 10 was to be built one mile north of Sled Springs, and was to have "a store, cookhouse and office...12 houses 24 by 24 feet, and 15 smaller houses" besides a home for the superintendent. Portable homes on cars for use at the camp and newly converted freight cars for use on the spurs were to supply further living facilities (77). These houses were on skids (79a) but were still to have running water

and electricity. The piped water was to be pumped from a spring by a gas engine which was to also run the electric generator (77). Included at this camp was a school house and a gas station (79a), a coal bunker provided fueling facilities for the locomotives (77).

THE LOCOMOTIVES

These gutsy little machines were depended upon to bring logs to their perspective mills. The railroads used by them were steep and winding, requiring for the most part, geared locomotives. The East Oregon Lumber Company began its operations with a 63 ton Heisler³ and a 70 ton Shay (79) which were both geared (1:74-75). Adams describes the Heisler as an engine which "could start off on a 10 per cent grade with a load of 111 tons (1:75). The Heisler used by the East Oregon Lumber Company was put on construction work and was "rather low, with 6 driving wheels, and built for power with a practical speed of 30 miles per hour" (93). The Shay was purchased sometime in 1915 or 1916⁴ for use in the woods (23). In 1921, while the company was removing logs in Swamp Creek, both of these engines were needed, one brought the logs from the spur while the second, probably the Shay, was kept "busy on the hill taking loads from the camp to the top and bringing empties back" (50). Adams writes of the Shay; it "could

³This was incorrectly called a "rod engine" in an Enterprise Record Chieftain article (37).

⁴No 1915 Enterprise Record Chieftain issues were on microfilm, the geared engine was discussed in a 1916 article reporting the imminent purchase of a Baldwin locomotive.

still best its competitors in curve-taking. It could snake around a curve so sharp, went the rumor, that its headlight would shine over the engineer's shoulder into the firebox" (1:71).

A third engine was purchased in 1917 to help relieve the strenuous workload then being handled by the two geared locomotives (79). This locomotive was a 75 ton Baldwin, "a standard rod engine" which had "four drive wheels on each side and ample water and fuel capacity" (37). It would be used on the main line to pull long trains over the easier main line grade (23).

A fourth rod engine was purchased at some point between 1917 and 1928 (1:144ff).

The locomotives of the other companies discussed in this paper were not as closely reported upon as was the East Oregon Lumber Company. (See Table 1 for the number of locomotives owned by each company.)

TABLE 1*

<u>Company</u>	<u>Number and Type of Locomotive</u>
Bowman-Hicks Lumber Company	4 geared; 3 rod
East Oregon Lumber Company	2 geared; 2 rod
Mibley-Minnaugh Lumber Company	3 geared
George Palmer Lumber Company	4 geared

*Information from Logging Railroads of the West by Kramer Adams, p. 144ff.

ACCIDENTS

Logging during these early years was interlaced with many tragic

accidents involving both men and machines. Runaway locomotives and cars were not uncommon to particularly steep grades. The Howard Creek line was the scene of a fatal accident when a "supply and passenger car... broke loose at Rattlesnake switch⁵. Of the nineteen people aboard, one child was killed and three adults were seriously injured (95). Another accident occurred on the line which ran from Maxville to Wallowa. The logging train was coming down a 5 percent grade to Wallowa with loaded cars when the brakes failed. "Ten men jumped when the train got beyond control", but the engineer rode it to the end and was uninjured. The locomotive was later taken to Maxville for repair (54). Later the same year, 1924, a large train consisting of "twenty-one cars, eighteen of which were loaded", lost control on a 6 percent grade when the brakes failed "near the head of Rock Creek, about ten miles north of Wallowa" (28). All of the men aboard jumped except for two, one of whom was fatally injured. This wreck cost the Bowman-Hicks Lumber Company approximately \$200,000, and was uninsured (28).

Many men were injured during felling activities while others were meeting death around slow moving cars on logging spurs and at the mills. Many were very young.

CONCLUSION

The history of railroad logging in Wallowa county is an important aspect of the total history of the area. Present research for this paper indicates a strong need for future studies. It also indicates that the physical evidence remaining of this era should be investigated for significance and protected accordingly. The owners of the land upon which this evidence lies must be charged with its protection.

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20. "E. O. L. Officers are Re-Elected," Enterprise Record Chieftain, January 11, 1923, p. 1.
21. "E. O. Mill Closes for Overhauling," Enterprise Record Chieftain, October 6, 1921, p. 1.
22. "E. O. Property in New Hands," Enterprise Record Chieftain, October 25, 1928, p. 1.
23. "E. O. Road to Have Heavy New Engine," Enterprise Record Chieftain, September 28, 1923, p. 1.
24. "E. O. Will Extend Railroad to North," Enterprise Record Chieftain, February 15, 1923, p. 1.
25. "East Oregon Camp," Photograph, Enterprise Record Chieftain, December 20, 1917, p. 1.
26. "Easterners Buy Wallowa Plant," Enterprise Record Chieftain, August 9, 1923, p. 1.
27. "Eight-Hour Day is Point in Dispute," Enterprise Record Chieftain, June 2, 1921, p. 1.
28. "Ernest Graham Killed When Logging Train is Wrecked on Steep Grade," The Wallowa Sun, October 31, 1924, p. 1.
29. "Few Workers Quit When Wages Fall," Enterprise Record Chieftain, August 7, 1924, p. 1.
30. "Find a New Big Tree Tract," The Kansas City Star, August 9, 1914.
31. "First Anniversary of the E. O. Plant," Enterprise Record Chieftain, November 23, 1916, p. 1.

32. "Forest Tract Will be Sold," Enterprise Record Chieftain, April 19, 1928, p. 1.
33. "Form Lumber Sales Agency," Enterprise Record Chieftain, April 28, 1927, p. 1.
34. "Grade is Ready for Tracklayers," Enterprise Record Chieftain, August 27, 1914, p. 1.
35. "Graders Move in to Work on Site," Enterprise Record Chieftain, October 29, 1914, p. 1.
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38. "Heavy Wagon Roads Halt Tie Haulers," Enterprise Record Chieftain, November 19, 1914, p. 1.
39. Highly Pleased with Wallowa," The Wallowa Sun, July 23, 1909, p. 1.
40. "Horses and Horses," Photograph by Anderson, Enterprise Record Chieftain, March 24, 1927, p. 1.
41. "Jackson to Sell His E. O. L. Stock," Enterprise Record Chieftain, December 22, 1921, p. 1.
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44. "Lapwai Mill Nears End of Present Run," Enterprise Record Chieftain, March 20, 1919, p. 1.
45. "Large Dry Lumber Shed Started at the Nibley-Mimnaugh Lumber Mill," The Wallowa Sun, July 27, 1922, p. 1.
46. "Last Gap in Grade to be Filled Soon," Enterprise Record Chieftain, October 22, 1914, p. 1.
47. "Loggers Begin Work on Ridge," Enterprise Record Chieftain, October 25, 1923, p. 1.
48. "Logger's Strike Hits Two Camps," Enterprise Record Chieftain, May 3, 1923, p. 1.

49. "Logging Camp Will Reopen Next Week," Enterprise Record Chieftain, November 20, 1919, p. 1.
50. "Logging in Mud on Swamp Creek," Enterprise Record Chieftain, March 24, 1921, p. 1.
51. "Logging Railroad Work Being Rushed," The Wallowa Sun, November 2, 1922, p. 1.
52. "Logging Stops Few Days," Enterprise Record Chieftain, March 31, 1921, p. 1.
53. "Logging to Shift to New Camp Soon," Enterprise Record Chieftain, August 23, 1923; p. 1.
54. "Loging (sic) Train Goes Off Track in \$20,000 Wreck on Bowman-Hicks Road," The Wallowa Sun, May 23, 1924, p. 1.
55. "Lumber Company Elects Officers," The Wallowa Sun, August 20, 1909, p. 1.
56. "Lumber is Received for New Mill Shop," Enterprise Record Chieftain, November 5, 1914, p. 1.
57. "Lumber Market in Long Slump," Enterprise Record Chieftain, March 27, 1924, p. 1.
58. "Lumber Ordered for Mill," The Wallowa Sun, February 26, 1909, p. 1.
59. "Magic Workers Build Railroad," Enterprise Record Chieftain, August 30, 1923, p. 1.
60. "Maxville Designated Town as Vincent Post Office is Transferred," November 23, 1923, p. 1.
61. "Mill Again Running After Fall Cleanup," Enterprise Record Chieftain, November 8, 1917, p. 1.
62. "Mill Closes Down," The Wallowa Sun, December 23, 1920, p. 1.
63. "Mill Foundations Already in Place," Enterprise Record Chieftain, October 1, 1914, p. 1.
64. "Mill is Burned - Will be Rebuilt," Enterprise Record Chieftain, September 4, 1919, p. 1.
65. "Mill to Curtail Cutting; Logging to be Continued," The Wallowa Sun, November 17, 1927, p. 1.

66. "Mill is Running at Highest Speed," Enterprise Record Chieftain, July 15, 1920, p. 1.
67. "Mill Notes," The Wallowa Sun, November 4, 1915, p. 1.
68. "Mill Will be Moved Away," Enterprise Record Chieftain, August 5, 1920, p. 1.
69. "Minam Lumber Company Sued," Enterprise Record Chieftain, January 20, 1927, p. 1.
70. "Minam Saw Mill to Erect Larger Plant," The Wallowa Sun, February, 6, 1919, p. 1.
71. "More Money for Lumber," The Wallowa Sun, July 30, 1909, p. 1.
72. "Mountain Race is on Next Sunday," Wallowa Sun, February, 27, 1913, p. 1.
- 72a. "Moving a Samill (sic)," Photography by T. O. Juve. Enterprise Record Chieftain, November 8, 1917, p. 1.
73. "Moving to Camp," Enterprise Record Chieftain, December 6, 1917, p. 1.
74. "McKinley-Hampton Mill;" Photograph, Enterprise Record Chieftain, November 18, 1926, p. 1.
75. "New Camp is not Far from Wallowa," Wallowa Sun, April 9, 1914, p. 1.
76. "New Company Takes E. O. L.," Enterprise Record Chieftain, October 18, 1928, p. 1.
77. "New E. O. L. Camp Assuming Shape," Enterprise Record Chieftain, July 30, 1925, p. 1.
78. "New Mill at Minam to Start Next Week," Enterprise Record Chieftain, August 14, 1919, p. 1.
79. "New Mill Starts in About 15 Days," Enterprise Record Chieftain, April 29, 1920, p. 1.
- 79a. "New North Road Open to Travel," Enterprise Record Chieftain, October 8, 1925, p. 1.
80. "New Rail Lines Pierce Forests," Enterprise Record Chieftain, November 29, 1923, p. 1.

81. "Nibley-Minnaugh Lumber Co.-Bought by Bowman-Hicks Co. of Kansas City," The Wallowa Sun, August 10, 1923, p. 1.
82. "Nibley-Minnaugh Mill Arranges for Increased Output for This Year, April 19, 1923, p. 1.
83. "Nibley-Minnaugh to Build Railroad," The Wallowa Sun, April 6, 1922, p. 1.
84. "Night Shift to be Put on at Sawmill Monday," The Wallowa Sun, August 1, 1924, p. 1.
85. "Office at Camp is Burned Down," Enterprise Record Chieftain, October 26, 1922, p.1.
86. "Output of Mill is Increased," Wallowa Sun, April 16, 1914, p. 1.
- 87.. "Palmer Lumber Company Purchased by Bowman-Hicks Co. of Kansas City," The Wallowa Sun, October 26, 1922, p. 1.
88. "Palmer Lumber Company Pushes Road Up Canyon," The Wallowa Sun, June 29, 1922, p. 1.
89. "Palmer's New Road is Pushed Forward," Wallowa Sun, September 11, 1913, p. 1.
90. "Planer Night Shift Stocking Up Sheds," Enterprise Record Chieftain, January 14, 1926, p. 1.
91. "Planer Running with Full Crew," Enterprise Record Chieftain, January 17, 1929, p. 1.
92. "Possibilities for New-Sawmill at Wallowa," The Wallowa Sun, December 6, 1917, p. 1.
- 92a. "Railroad Assured to North End," Wallowa Sun, April 10?, 1913, p. 1.
93. "Rails are Laid for First Mile," Enterprise Record Chieftain, September 3, 1914, p. 1.
94. "Road Gives Work to Over 100 Men," Enterprise Record Chieftain, July 16, 1914, p. 1.
95. "Runaway Car on Palmer Logging Road Kills One and Injures 3 Others," The Wallowa Sun, July 13, 1922, p. 1.

96. "Sag in Lumber Affects Wages," Enterprise Record Chieftain, January 27, 1927, p. 1.
97. "Sawmill Shuts Down," The Wallowa Sun, November 17, 1911, p. 1.
98. "Saws Humming Again at Mill," Enterprise Record Chieftain, July 31, 1924, p. 1.
99. "School at Maxville," Photograph by G. S. Anderson, Enterprise Record Chieftain, December 30, 1926, p. 1.
100. "School is Opened at Logging Camp," Enterprise Record Chieftain, September 28, 1916, p. 1.
101. "Shipped Fifty Cars Lumber This Month," The Wallowa Sun, March 30, 1916, p. 1.
102. "Smith Mountain to Have Railroad," Wallowa Sun, April 24, 1913, p. 1.
103. "Spring Thaw Halts Logging in Swamp Creek Camp of E. O. L.," Enterprise Record Chieftain, April 16, 1922, p. 1.
- 103a. "Surveying Crew Moves on North," Enterprise Record Chieftain, July 30, 1914.
104. "Tells Position of Lumber Co.," Enterprise Record Chieftain, January 7, 1926, p. 1.
105. "The Minam Mill," The Wallowa Sun, June 17, 1920, p. 1.
106. Tucker, Gerald J. Historical Sketches of the Wallowa National Forest, Unpublished Typescript, 1962. 286 p.
107. "Two Lapwai Mills Will Cut 65,000 Feet of Lumber a Day," Enterprise Record Chieftain, April 20, 1916, p. 1.
108. "Urge Tax Claim in Lumber Case," Enterprise Record Chieftain, November 29, 1928, p. 1.
109. "Wages at Sawmill are Increased Two and a Half Cents an Hour," The Wallowa Sun, March 1, 1923, p. 1.
110. "Wallowa Grieves Death of James Minnaugh on Friday September 15th," The Wallowa Sun, September 21, 1922, p. 1.
111. "Wallowa Pine Lumber Company Organized," The Wallowa Sun, November 6, 1919, p. 1.

112. "Whistle Will Blow at Mill," Enterprise Record Chieftain, December 20, 1928, p. 1.
113. "Will Go to Oppose Slash in E. O. L. Tax," Enterprise Record Chieftain, November 15, 1928, p. 1.
114. "Will Put Sawmill on Elk Mountain," Enterprise Record Chieftain, August 2, 1917, p. 1.
115. "Will Soon Move Railroad Camp," Enterprise Record Chieftain, July 23, 1914, p. 1.
116. "Woman Aged 87 Wanders 6 Days," Enterprise Record Chieftain, October 23, 1924, p. 1.
117. "Work Begun on Big Mill," The Wallowa Sun, April 23, 1909, p. 1.
118. "Work Begun on Mill Pond," The Wallowa Sun, November 13, 1908, p. 1.
119. "Working on Details of Lumber Company," Enterprise Record Chieftain, November 8, 1928, p. 1.

LEGEND

Land Ownership According To 1935 Chas. F. Metsker Atlas:

- U.S.
- Oregon White Pine Lumber Co.
- Southwestern Lumber Co. *NONE SHOWN*
- Private *NONE SHOWN*

Kuhn Ridge Road According To 1935 Chas. F. Metsker Atlas.

Mud Salvage

Fence & Cattleguards

Railroad Grade Location

Survey Path

