



BIG WHEEL LOGGING

The usual set of two wheels was ten feet high, but sometimes a set would tower 12 feet. A heavy chain dangled from the right of a set's single axle, inside the wheel, and a toggle rig from the left. Each hung from over the axle's top when the tongue was down, level for hauling. A thick springboard was ringbolted to the axle, its end jutting out behind for six feet.

A pole like a heavy handle stuck straight up from the axle by the springboard.

When the teamster went out to the woods from the landing with his wheels empty his two horses were

hitched astraddle the tongue, which had its front end carried up in a neck-yoke, as with a wagon tongue.

The rout was aver rough roads that swamper had cleared to places where bunch teamsters had built big-wheel loads of logs, each load with a chain hole under it.

Loading Up.

The teamster backed his wheels over a load to which the two-wheel loaders directed him, until the axle was above the chain-hole. Then the teamster unloosed the doubletrees and the team was driven out ahead of the tongue, to which one end of a long, light chain was secured.

One loader mounted the springboard tail of the big-wheels, grabbed the upright pole, then hauled backward with all his strength on the pole while driving his legs down on the springboard with all his weight. This would tilt the tongue upward as the end of the springboard was borne backward and down and rammed into the ground, to prop the now towering tongue.

When the heavy chain was snaked under the load and toggled, then the team out in front pulled the tongue forward and down with the light chain. The axle would turn forward with the descent of the tongue and the loading chain would begin to wind on it.

When the tongue was brought to a level with the top log of the load, the winding would have lifted the load

enough to ride in its sling under the axles.

It was a mighty clever outfit, and millions upon millions of acres of pine forest were logged with big-wheels.

Soon slip-tongue wheels for four-horse teams succeeded the old-time stiff-tongues. Steep logging could be done with the new wheels, for they would let the load slip and drag it when it would begin to run up on the horses. Eventually they were pulled by tractors.

Wahoo Logging.

You cannot forget, if you ever handled horses on a big-wheel trail.

Down the hill, with a load too close to a balance. The big wheels running up on the horses, hitched out at the end of the tongue, with no breaching, no brakes.

On down the rough, swamped road, that twists among stumps, brush and blowdowns. Windrows of swamped brush along the trail-road. The trick is to zigzag the big wheels from one brush pile to another, slowing the wild load of logs down.

Swing to the left, now! Haw, Bul-let! Back to the right! Yo! Hup! Gee, there, Snorter, gee!

Tight line, keep a tight line, teamster, and don't trip your calks on rimock as that load of logs swings at you and a wheel shatters brush.

Tight line pulls panic out of horses. Let go and it's a runaway.

There she wheels, back to the left again, haw her true, gee back, and on.

Then it's a straight pitch down ahead. Got to run for this one. The horses have to outrun the load. Hanging to the lines, you have to keep up, making 17 feet at a jump, you are between horses and load, alongside the tongue that could bat your head off your neck in one of its wild sweeps, so that as high-wheel and logs rolled over you they'd bother you never, worry you not at all.

You duck the tongue, you keep your feet, you hold a tight line to the end of the run and the level land to the landing. Other men have been doing it season after season for many years. You can do it to. You are a pinetop, likewise, by the holy old mackinaw, a hard-line logger, a handler of horses from away back on the big-wheel trail.

Yay, Jack! H'ist, Ned! Wahoo!



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Baltimore, is the story of the local organization.

Santiam Rebekah Lodge No. 166 in Mill City was so named for the beautiful Santiam River that runs through the heart of the city. The lodge was organized 42 years ago this February with ten charter members—five sister and five brother Rebekahs. Four of these members are still living: Mrs. Belle Hawkins, Mill City; Mrs. Bertha Nicholson, in California; Mrs. Effie Dawes, Portland, who was elected the first noble grand of the lodge; and Byron Malley, Port-

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land. Officiating at the new organization was Mrs. Chase, now deceased, who acted as district deputy president.

A most discouraging factor in the early months of the organization, even before the charter had been obtained, was the burning of the hall, including all the lodge furniture. Until a new hall was built, meetings were held in an apartment home of one of the members who lived above a business concern. After the erection of the new lodge hall, it burned again within a few years, however, the piano and most of the furniture

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Lodge History Told

Secretaries of all Rebekah lodges in Oregon have been asked to write up a history of their organizations. The following, written by Bertha

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