

**Timber History Photographs:**

**the**

**Al & Rose Kuhlman  
Collection**

**donated to the**

**A.R. Bowman Memorial Museum  
Prineville, Oregon**

MARTIN MORISETTE

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**Dedicated to the memory of**

*Rose Kuhlman*

**Oregonian, 1919–1998**

## GREEN GOLD



J.H. Eastman, 1895

Steam tractor pulling a load of logs. The wheels were made out of wood, cut from a section log. The wheel had a metal band around it and made their wheels. Rose Kuhlman's grandfather, George Merrithew, is the man on top, hat in hand.



Photographer unknown; undated

George Merrithew and his favorite horse. The wagon is what was known as a spring wagon.



Andrews, undated, circa 1880-1900.

Meadow country with Mt. Shasta in the background. Exact location not known.

Page # 6 - This view of Mt. Shasta is located on the west side of the mountain, west of 1-5 and west of the city of Mt. Shasta. From the meadows and angle, I would guess that it was taken adjacent to 'Old Stage Road' a still existing road that, as the name implies, was the original stage road through this area. If you look at a map of the area, locate the Mt. Shasta Fish Hatchery. This picture could have been taken just slightly south of the hatchery and to me appears to be close to the photographers vantage point. The area of the fish hatchery is also the area of Sisson's Hotel & Tavern, one of the earliest, well know local stage stops and resort. It was Justin Sisson who donated the land that the City of Mt. Shasta now stands on. **[NOTE: these comments—the ones following “Page #”—were written on a printed copy of this presentation by a member of the Shasta County Historical with whom the author had a long-time correspondence. I have left this man’s notes as they add to the captions I was able to create.]**



Photographer unknown; 1890

This is the summit of Mt. Shasta. The significance of the marker is know known.

Page # 7 - This marker is well documented and the Sisson Museum, located in Mt. Shasta, should have a large file on it. I do remember seeing different photos on this at their museum. Forgive me for not getting more information for you as I know it is available. The Siskiyou County Museum does have data on this 'U.S. Coast & Geodetic Survey Marker'. (I hope this is the correct name of this thing.)



**Photographer unknown; undated, circa 1900**

Four teams, three logs. Notice the railroad bed in the background. These animals would not have to work much longer; railroad logging was about to take over. The wagon tracks down the road at the right suggests a steep grade. It would be interesting to know how the teamster kept this wagon under control.



J.H. Eastman; undated, circa 1880-1890

A felled log hits the water. Exact location unknown but believed to be near the logging community of Snow, Oregon, located in southwestern Klamath County. This pond is probably not a log pond.



Photographer unknown; undated, circa 1890-1900

Rose's father and grandparents. Probably at Snow, Oregon.

Page # 10 - Mt. Shasta is in the background of this photo, so I doubt if it is Snow, OR. This has to be taken from around Mt. Shasta City.



J.H. Eastman; 1890

Four teams, one wagon, one big load.



J.H. Eastman; undated

Three-wheeled, steam tractor pulling single wagon load of logs. Steam & dust abound. Steam tractors were slow, temperamental, and consumed lots of fuel—usually wood.



Photographer unknown; undated



J.H. Eastman; undated

Rose's father and grandfather. If Al remember correctly, that would also be Rose's aunt and uncle.



Photographer unknown; 1903

“Look at the size of that log that's on there. That's a good six foot through. There's three teams in there. Which seems not too much for that size of log. But they've got it on the big wheels.” Al Kuhlman, March 7, 1996, Madras, Oregon.



Andrews; circa 1905

The cook shack with the whole crew. Rose's dad is the young boy standing on the bench in the middle of the photograph and to his right is his grandfather who looks like he might have a pipe in his mouth.

Page # 16 - I have seen other photos by Andrews but know nothing of him. I seem to recall that he did take one or two local McCloud logging camp scenes but they are rare as far as I know. I really know nothing about him.



Andrews; 1888

This demonstrates the power of the steam tractor. There are two or three loads of logs behind the tractor. That's Black Butte (just a little northwest of Mt. Shasta) in the back. Easy to see why it is called a three-wheeled tractor. The way it's rigged it looks like it may have been used a "donkey." That appears to be a winch on the front end. The wheel just forward of the large rear tractor wheel is a drive wheel. A drive belt would be put around the drive wheel and also around a similar wheel on another piece of equipment. In this way the tractor provided the power to drive other pieces of equipment.



**Andrews; 1885**

Double load of logs pulled by steam tractor.



Andrews; 1890

Compare this with the photograph of the steam tractor that had two loads like this behind it. This is four teams pulling a single load. Gives you some idea of the power of the steam tractor.



Andrews; 1885

This is another view of the double load seen earlier. Two trailers being pulled by the steam tractor. In this view you can see the way the wooden wheels are made. Also, comparing the size of the men's heads you get some idea of the size of these logs.



Andrews; 1890

This is the mill at Shasta and you can see the crew standing out here. This photograph has a lot to see. There doesn't appear to be a log pond. Logs appear to enter the mill at ground level just where the men are standing left of center. There is some sort of a ramp leading down from the wooden landing to the sunken area where some logs are resting but it does not look like it ever held water. There is some sort of track-like looking assembly leading into the mill building near the left center foreground. Near the right edge of the photograph is what may be a flume. If it is a flume it appears too small to have transported either lumber or logs so it must have been used only as a way of bringing water to the mill. By 1890 the mill was still logging with horses. Horses were kept in use here until sometime after World War II. Horses were still being used in 1948, the last time Al remembers seeing horses here.



Andrews; undated

Rose's father and grandfather.



Perkins; undated

The camp hunter.



Perkins; undated

A falling crew. Notice that all of the bark has been removed in the area where the cut is made. Removal of bark helps keep the saw sharp longer and cutting easier. In this photograph you can witness two steps in the logging game: falling (cutting down), on the right and bucking (sawing into log lengths) on the left. The main tool in use in both steps (as seen here) is the cross-cut saw which is usually pulled by one man on either end. The cross-cut saw was also called a “misery whip.” Using one of these saws caused lots of misery! At times, when a faller—for one reason or another—did not have a partner he used what was called a “rubber man.” This consisted of a tire inner tube (or maybe several) tied off to an accommodating tree and the saw. As the faller would pull in his direction the tension of the stretched rubber would *tend* to pull the saw back to the starting position. Speak of misery!



Photographer unknown; undated

A gathering of high wheels.

This photograph was probably taken near the logging base camp. Unfortunately there are no details about what you see here. How many sets of high wheels can you count?

From the number of high wheels gathered here it can be assumed that this was not a small logging show.

Page #25 - This could very well be a McCloud River Lumber Company log landing, You are right in the number of high wheels and McCloud used a great deal of them. Other pictures identified as McCloud look very similar.



**Photographer unknown; circa 1900**

This pile-up probably occurred on the McCloud River Railroad line, most likely one of the logging spurs. These spurs were laid—and just as quickly taken up—up almost every draw and creek in the Shasta-McCloud area.

Page # 26 - Definitely McCloud. Our museum has the same picture and I have found documentation dated 1903 that talks about a seventeen car pile-up. Unfortunately there was more than that one wreck on the railroad so we can not correlate the two.



J.H. Eastman; 1895

This is a temporary trestle on what must have been on a logging spur. Logging spurs weren't necessarily built for railroad use, as you can see. When the spur was no longer needed the logs were either used in other trestle construction or taken to the mill for routine processing.



Miller; 1903

One big log!

Page # 28 - I would guess this photo to be McCloud but have no proof. Don't know who the men are.



Miller; 1900

A McCloud River Railroad train. There is a lot of lumber in those logs!



**Andrews; 1880**

A bull train — and that is a lot of bull.

And a lot of log. Notice the size of the wooden wheels.



Perkins; 1885

A bull train head on. That is the bull-wacker looking at the camera with the long stick in hand.



**J.H. Eastman; undated**

A hard-working crew securing logs for trip to mill.



J.H. Eastman; 1905

Just behind the high wheels, the A-frame arrangement, is the loading arch. To the left of the arch, apparently sitting on a wagon, is a winch. At least two separate wire drums were needed on this rig. One lifted the logs off the ground and placed them on wagons. The second winch was used to slew the arch into position from log deck to wagon. Usually the arrangement was such that the arch would swing back to its “home” position by gravity. Notice the forest on the hill behind the teams on the left. The ground is free of under-brush and more open than the forests of the 1990's. This openness is the result of periodic fires passing through the area.



Miller; undated

Two fallers felling a large, beautiful tree. Notice again the open floor of the forest.

Page # 34 - This Miller photo is #5 at Camp 5. McCloud ran five logging camps although not every single year. It varied on the lumber market with some camps being combined at different times for ease of operation. There are more picture,, at our museum that are numbered in the same way, i.e. with the camp number printed on the photo.



Miller, 1895

An early steam donkey with the logging crew standing about. The advent of steam donkeys was the beginning of the logging equipment revolution that has so drastically changed logging techniques.

Page # 35 - Again, picture # 1 at Camp 5. Definitely McCloud.