

[Log]

RAFTING IN TAYLOR COUNTY

by

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for

Dr. Montel's
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RAFTING IN TAYLOR COUNTY

"Rafting" means little to us now except for hazy pictures in our minds kindled by such men as Mark Twain. However, to my surprise, right here in Taylor County logging and rafting were successfully undertaken by many farmers who profited by selling their surplus timber to the Wood Mosiac Company of Louisville until 1914.¹

Two of their main agents in this area, Alley and Clarence Whitney, bought timber extensively in the surrounding counties bordering Green River and Taylor County. Everyone contacted remembered something about the Whitney brothers.²

The rafts that were constructed to transport the logs to Bluff Boom (two miles north of Greensburg) were shaped by young enthusiastic men who enjoyed the adventure of their work. Their livelihood, struggles, experiences, and memories comprise the basis of this collection, aided by the recollections of their surviving families and neighbors.

Rafts were utalized as a means by which farmers, the first actual timbermen of this area of Central Kentucky bordering Green River, could transport their logs to market. The area surrounding Lemon's Bend, Tampeco, Neatsville, Romine, and the Sullivan's Dump area included some of the finest Virgin forest in the state of Kentucky. Because of the magnitude of supply of untouched timber in this area, it is only natural

¹James Phillips, Personal observations of Folk Culture class project in Summer Session of 1967 at Campbellsville College.

²The single exception was Carmen Spears Capps, a native of Cumberland County.

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that this area would be logged commercially when knowledge of the relative abundance of Grade A lumber was known to the larger lumbering interests.

The first and only company to extensively log in the Lemon's Bend area of Taylor County, which is located near the Green River Dam Project, was the Wood Mosiac Company of Louisville, Kentucky.³ Alley and Clarence Whitney, who worked for them, moved to Taylor County in 1907 and began logging operations the next year. They worked in this area until 1914.⁴

Clarence and Alley Whitney were well acquainted with their profession, having logged previously in Allan County, even to the extent of being able to judge the worm-eaten condition of a tree as it stood or the amount of timber a tree would yield. Shrewd, but honest business experience, kept Alley and Clarence's lumbering interests safely on a solid financial foundation. They had fine relations with the farmers as well as with their employees, because they paid high prices for good timber and a decent wage to the young rafters.⁵

The men who worked for Alley and Clarence were around twenty years old. Like youth everywhere they worked hard and played hard, but they were responsible young men, never shirking responsibility, even in the face of danger. Most of the informants remembered the following men who worked for the Whitneys.

³Maggie McCubbin Whitney, Daughter of Clarence Whitney, Taylor County, July 12, 1967.

⁴Ibid.

⁵Rufas Stubbs, Taylor County, June 15, 1967.

John Gabe Young was a surley mule driver who several people mentioned. Arther Rucker was a huge fellow, strong as an ox, who wrestled with anyone. He was very even-tempered but when provoked he proved to be more than any man could control. Arther and his brother, Omar, two of Whitney's primary raftmen "didn't turn nothin down" as Rufas Stubbs said.⁶ T.R. Edrington worked on the rafts with the Rucker boys. He said regarding their attitude toward the River "They'd asooned get their feet wet as any whale."⁷ Thomas Martin, who worked with his uncle recalled how an overturned wagon load of logs almost fell into the river on top of Walter Martin. However, he managed to pole vault out of the way saving himself and his boat. Thomas Martin and Bud Blevins broke an oar pin one day at "Big Rock" near Lemon's Bend in Green River, during high water. Both men were knee deep in water because the raft was running heavy, being composed mostly of oak logs. They did manage, however, to replace the oarpin and save the raft. Arther Rucker was not so lucky though, one time he broke his leg while attempting the same thing.⁸ Surprisingly though, accidents were rare; the only serious danger being wet feet during the colder mounths.

These men were professionals; they knew what they were doing in all phases of their work. They lost little time

⁶ Ibid .

⁷ Thomas Martin, Taylor County, June 25, 1967.

⁸ Op.Cit. Maggie McCubbin.

because of carelessness, underpay, or overwork. Everyone respected them, and they showed mutual respect to the people who boarded them at night on the river. These young men were remembered as strong, virile, personable, fun-loving, and responsible citizens to all who had met them.

Virgin timber was primarily removed from Neatsville - near Knifly, Romine, - near Lemon's Bend in Taylor County, and the Tampeco Area in Southern Taylor County. The logs were pushed into the river at places called "dumps".⁹ Romine and Sullivan's Dump were two of the main raft building locations around Lemon's Bend. Logs were cut, snaked,⁹ or carried on wagons to the river's edge and dumped in to await high water. The rafts were constructed usually in a day's time providing water and weather permitted.

The rafts were constructed by alternating heavy and light logs of oak and poplar, the principle trees of commercial importance in this area. The logs were held next to each other by chain dogs driven down across long strips of green wood laid down parallel to the length of the raft. Everything on the raft was held together with the indispensable chain dog, which was the most complicated part of the raft.¹⁰

⁹Op. Cit. Maggie McCubbin.

¹⁰Carmen Spears Capps. In the Cumberland County area the chain dog was not used extensively. Hickory pins were driven through the parallel strips that ran the length of the rafts in place of the dogs thus showing a marked regional trait of this area of Kentucky.

Simple cooking was done on the rafts during calm water or while the rafts were tied up. The usual run from Romine to Bluff Boom lasted one day, but many times an overnight stop was necessitated by bad weather or bad water conditions. When rafts were taken down the river farther than Bluff Boom, it was not uncommon to see shanties or crude shelters erected on the rafts, but around this area usually such was not necessary.

The other vital equipment included an assortment of ropes, chains, long poles (some with spikes on the end), all purpose boats, "can't hooks" (which move the logs on land), winches, draft animals, hammers, axes, crosscut saws, and sharp knives.

The men who rafted this area of Taylor and Green Counties loved their work ; although it was demanding on their personal lives as well as their loved ones. Their character was impeccable as was their work. Although little has been recorded regarding their work, it has provided much economic aid to this community. In the truly American tradition, the "raftsmen" of this area around Lemon's Bend, enjoyed their work; they had a job to do, and they were determined to do it well for the benefit of themselves and their community.

A Typical Green River Raft

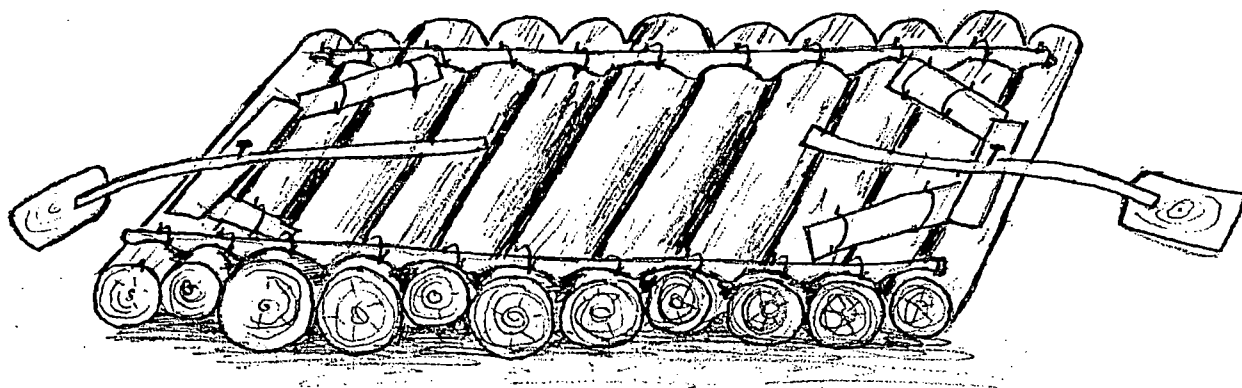


Plate 1.

The rafts included from fifty to one-hundred logs usually ten or twelve feet in length. The heavier logs (oak etc.) were alternated with popular logs to insure floatation and maneuverability. Four men were necessary to run a typical raft, two men on each oar.

Chain Dog

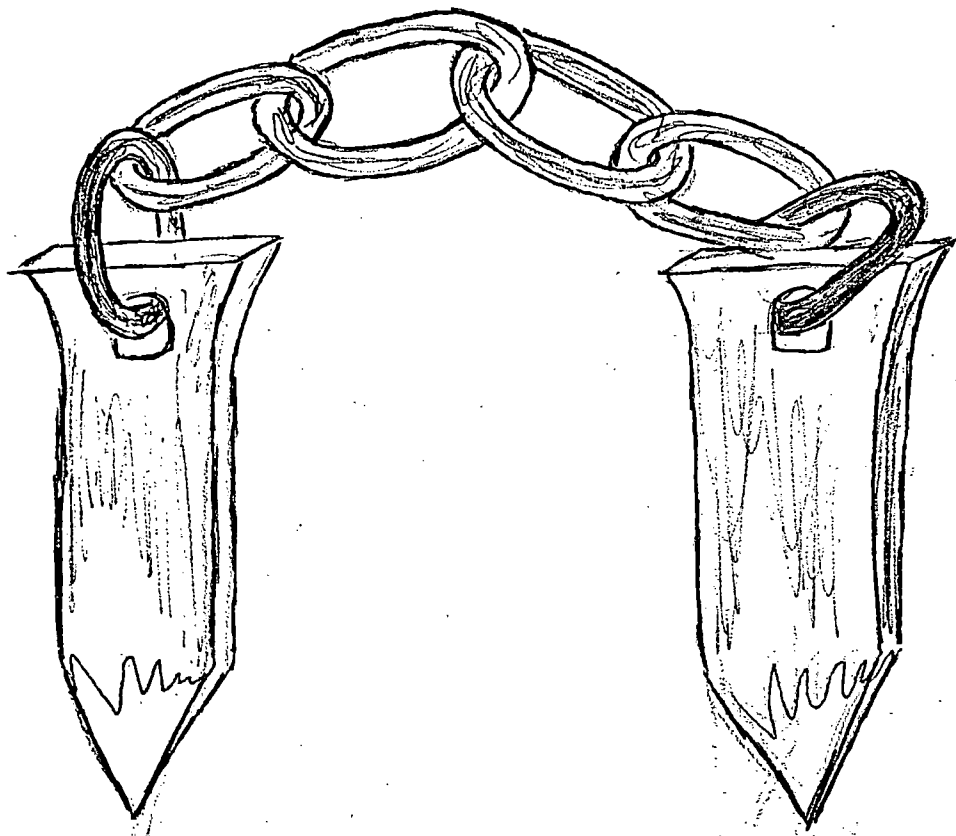


Plate 2.

The chain dog was indispensable in the construction of the Green River rafts. They held together the entire raft. They were usually 15" long.

Pike

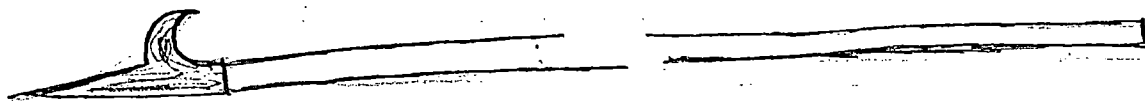


Plate 3.

The pike or spike was an all purpose tool used both in raft construction and pulling up sunken logs. They were usually twelve to fourteen feet long.

Raise Boat

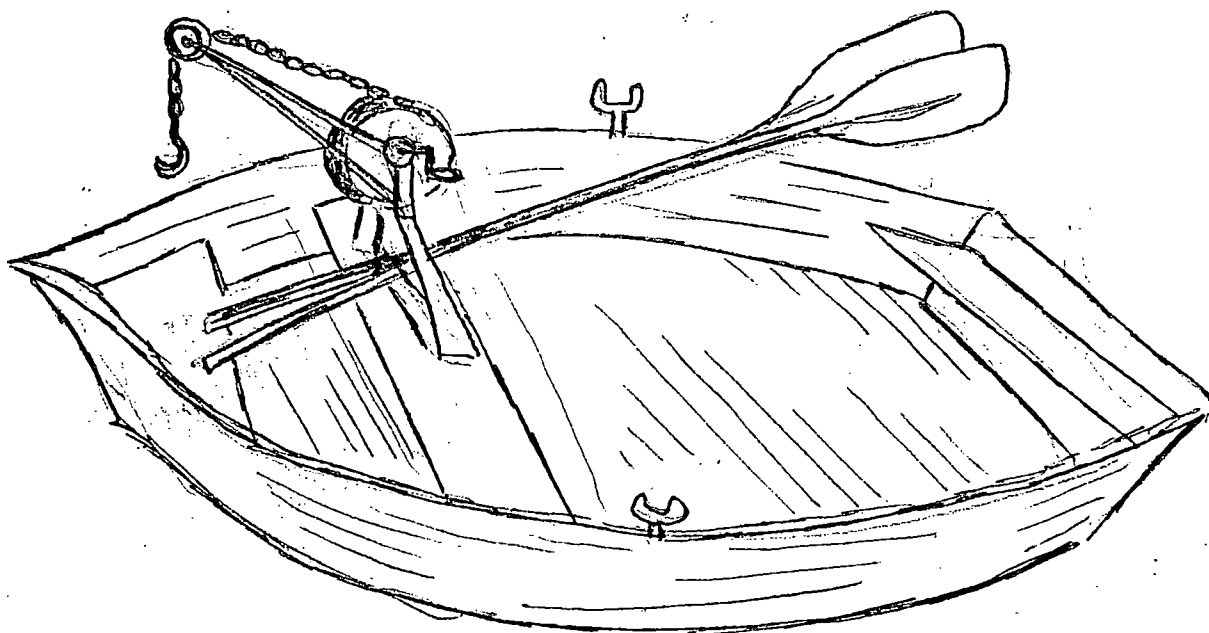


Plate 4.

The raise boat, skiff, or John boat was often used during raft construction. They were large enough to carry a full grown cow if the need arose.

GLOSSARY

- Big Rock- A large boulder in the center of Green River near Lemon's Bend.
- Blueskin, Blackjack, Whalen- Long notched poles, usually usually a sapling that ran the length of the raft on both sides on which pegs or dogs were fastened to each log thereby holding the raft together.
- Bluff Boom- Located two miles north of Greensburg near Whitewood where the railroad picked up timber for this area.
- Boom, Boom Pole- A hickory pole that was twisted around a log chain and tied down to keep the chain taut.
- Branding- The method of marking logs for identification.
- Can't Hook- Instrument used for moving logs around outside of water.
- Cross Lift- The most drastic action taken by the raft pilot to avoid collision. The rear oar turned hard right and the front oar hard left.
- Dog, Chain Dog- Two metal spikes joined by small length of chain twelve to fifteen inches in length used to hold the raft together.
- Log Hammer- Tool used to mark the logs for identification.
- Neetsville- Virgin timberland near Knifley
- Oar Pin- Hickory pin covered with axel grease, placed through the oar into a hole in the pad planks.
- Pad Planks- The boards dogged or pinned down at the ends of the raft used for standing on and as a foundation for the oars.
- Pick, Pike, Spike- Small spearhead with protruding hook set on ten to twelve foot pole used extensively in putting rafts together and taking them apart.
- Raise Boat, Skiff, John Boat- All purpose boat used in making and dismantling rafts.
- Romine- One of the principle dumps of the Limon's Bend Area.
- Snaking- The use of oxen in pulling logs separately or one behind the other out of the woods to the river edge.
- Steerman, Pilot, Manager- The boss of the raft.

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Sullivans Dump- Located at the western end of Seven Springs
Hole in Green River.

Tampeco- Virgin timberland in southern Taylor County
two miles southwest of the Confederate Monument.

Thomas Rhodum Edrington

1109 Lebenon Ave. Talor Co.

June 11, 1967

Thomas R. Edrington: Well, they dumped the logs at Romine a lot; it was one of the main dumps. They threw them into the river to wait for high water, then loaded them at Bluff Boom on railroad cars.

James Phillips: What did the rafts look like, sir?

Thomas R. Edrington: They lined up the logs like this (gesture) as they put the raft together. Then they got a sapling or blueskin, split it, and laid it lengthways like this. Then they took chain dogs and nailed two on each log holding half of the sapling on each side of the raft. They'd get a popular log every four or five logs apart. A oak log would not float. Maybe fifty or sixty logs; there was logs from here to that mail box sometimes (about 150 ft.). Those logs were about twelve feet long. The Pilot would yell "full left" and whip that raft right out of the way of the bank or a rock or what ever was in front of them.

There was two men up front and two men on the back. Only four men rode them rafts, never more, but they never got hurt.

Me and my dad had contract with the Whitney boys to get logs to the Wood Mosiac Company of Louisville. They bought a lot of timber around Neatsville or anywhere they bought timber, me and Dad would take it to Bluff Boom to load.

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Four men rode the rafts, two on the front, two on the back. Alley and Clarence Whitney worked for the Wood Mosiac Company, they were buyers and operators.

James Phillips: Mr. Edrington, who do you remember most from those days?

Thomas R. Edrington: Omar and Arther Rucker did most of the building of the rafts. They were cousins, I believe, Omar was a heavy built man, strong as an ox. They just asooned be in the water as any whale. They built the rafts and tied them up in the pools to wait for the tide to come because of the sandbars and riffels. Just any time the river was up they'd run some rafts, maybe three or four, maybe seven in one day, one after another. Sometimes they had rafts tied up at Romine and Neetsville, there ain't no Romine no more.

No body but the Whitneys ever did any logging around here sept the farmers for their needs. That's about all I know.

At Bluff Boom back before the railroad, they pushed the logs into a shoot at the mill. The log driver was the one who did it. That was before my time tho.

James Phillips

107 Cedar, Campbellsville

Rufas Homer Stubbs

Bertha Kerr Stubbs

Lemons Bend, Taylor Co.

June 15, 1967

James Phillips: Tell me about the rafts that used to run down the river.

Bertha Kerr Stubbs: I've been livin here since '99. He (her husband) been dead twenty-three year. They had a log raisen here when this house was built. They had two men on the end of every log. People used to help each other out a lot then. Women 'ud have a quiltin, men get together an cut tobacco. When I ...

Rufas Stubbs: You know, they dumped the logs at the bluff and dogged 'em together to make the raft. They had on each end an oar and two men to row it an' steer. Water had to rise before they could float the rafts to Greensburg or Bluff Boom where they opened up the rafts and ran 'em in the shoot or loaded them into railroad cars. But I never ...

Bertha Kerr Stubbs: They'd stay out all night, Pa lost his cap, finally he got holt of it tho , away down the river.

Rufas Stubbs: Ha! old Jim and Joe were used to pulling a slide and hallen fodder an corn, and when a wagon came along they wouldn'd pull it.

Bertha Kerr Stubbs: Everything was hauled on wagon, maybe four or six oxen pulled 'em and if they (logs) didn't move, something broke. Most everybody had oxen. They had a yoke

and gathered corn that way with a chain right down the middle.

Rufas Stubbs: Used a dog -you know what a dog is Jimmie? They used a dog to hold the oars an such on them. But the handle was like a big oar and dropped in the slot. They used poles to move the raft along in slow water. The manager gave the orders, guided it by the poles and oars. These logs had planks across them in places. There was not no danger except getting your feet wet. But one time the fellow said "Jumpback so you won't get your feet wet!" and he didn't get a speck of water on him. That was at Big Rock. One place a big rock on the river no doubt bigger than this room maybe larger. It caused the water to swerl real bad.

Bertha Kerr Stubbs: Bringing those logs to the river caused a lot of rheumatism in the mehfolk. Ma didn't see much of it, girls just didn't see much of those things.

Rufas Stubbs: They used a crosscut saw to cut the timber. It was what you call "Virgin" timber. Popular had to be sandwitched between hard wood such as beech or hickory so it wouldn't get too deep in water. Before they rafted any they just turned those logs loose and brought them to the Boom. They (Clarance and Alley Whitney) bought a crop of timber off our place. They were ruff and had to be to take it on those trips. I've heard him say they'd be one fellow along who was ruff enough to keep everybody awake. He lost his cap and he found it down at Bluff Boom. Men were honest but ruff and stout.

Omar and Arther Rucker was like that. One of them said

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"John Willie get on my back, I'll not let you get your feet wet!" He weighed a whole lot, big and strong but not too tall. He rassed with anybody, a common person couldn't even throw him down. Good natured, but you couldn't press him far. They was stubborn but sincere. Real he-men, they didn't turn nothin down, that's all I'll say about them. They was 100% for each other.

June 20th 1967

Rufas Stubbs: They built those rafts right on the river. Sometimes they used Sullivan's Dump near here. They had to watch 'em when they dumped 'um in, sometimes they wouldn'd come up. Down at Bluff Boom they'd load the logs on wagons or railroad cars, well, sometimes double boomed. A Boom was made of hickory twisted around the chain and tied down to hold the chain tighter so's the logs will not slip.

Bertha Kerr Stubbs: Our house is been here since '99. It's built of sycamore logs. There wasn't no ceiling when we came. It was needen plastering so's we covered it with weather boarden. We don't know when these wallboards was sawed.

James Phillips

107 Cedar, Campbellsville

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Thomas Martin

Merchant's Hotel

June 25, 1967

James Phillips: You used to raft logs around Lemon's Bend didn't you, Mr. Martin? I'd sure appreciate it if you would tell me a little about those days.

Thomas Martin: Yeah, I used to work on the rafts around here; never been further than Summerset my whole life.

They'd take these popular logs and put them between oak, they'd usually sink, oak is a heavy wood. Maybe two or three popular was put between. Then they split a blackjack or blueskin to hold the logs together. They notched 'em so's to hold the logs more steady.

They used a hickory pin to hold the oars. They had two oars on front and rear of the raft. The man on the end of it would holler "full left" and the other oarman up front would work with him to keep the raft off the bank.

When they hit a sand bar, sometimes or hit the bank and stuck there, they had to be broken up and rafted again. That was around 1900. They rafted the best section of timber in that section was the Tampeco section of southwest Taylor County, just southwest of the Confederate Monument about two miles.

James Phillips: What about accidents on the rafts sir?

Thomas Martin: The only accident I ever saw, and it wasn't serious to anyone, was when I saw some logs break loose and spill from a wagon commen right down on Uncle Walter

Martin. He stuck that log pick into the river from his raise boat and jumped as hard as he could. He fell into the water and the logs tumbled in just barely missing him splashing water all over him, but he wasn't hurt. That pick pushed the boat out of the way and the logs never got him or the boat.

James Phillips: What is a raise boat?

Thomas Martin: Its six or eight feet wide and twelve foot, maybe sixteen foot long. It could carry a cow easy. They used a pole with a steel pick on it to raise logs up. They had a wheel and chain on the boat, they'd take those pick poles and push them logs anywhere they wanted to. Then nail chain dogs in the logs and wind them up.

I've seen 'em with pretty near a hundred logs, sixty or seventy average number. They was governed by the number of popular or oak; they didn't put many heavy logs on the raft. Me and Bud Blevens rode one down that was too heavy. We was knee deep and the oar pen broke when we come to "Big Rock." We always kept an extra. Oar pins were made of hickory and covered with axle grease. Two men on each end of the raft worked the oars. The best way in the world to keep a raft from hitting something was a cross-lift. The steerman would call the order and he would steer hard right and the front man hard left.

James Phillips: How did they pull those chain dogs out?

Thomas Martin: They pulled them out with a long piece of steel five or six feet long which split in the end

like a claw hammer. They loaded the logs onto the railroad cars then right next to the river. Old John Gabe started his mules. They had a chain with a hook into both ends of a ten foot log, then they started the team up to pull a pulley and lifted the logs up out of the water.

They sold timber to the Wood Mosiac Company from Louisville, I think. C.B. and Alley Whitney bought the timber and rafted it down to Bluff Boom till they ran out of timber.

I've seen logs six foot high that I could barely see over. If they had plenty of water they'd take those big logs. Those boys knew what they could do and they lost very few logs.

Bluff Boom is about two miles north of Greensburg. That's where they took 'em out. Sullivan's Dump is where they dumped the logs in. That's out on the west end of Seven Springs Hole. Water boils up at seven places there.

James Phillips

107 Cedar, Campbellsville

Jake Lemons

Sally Grant

Lemon's Bend

July 2 1967

Sally Grant: What do you want to know all this for?

James Phillips: As I said before, anything you can help me with regarding logging and rafting around here will help me get a better grade in my history class project. Everybody tells me that I should talk to you and Jake if I wanted to learn about the rafting.

Sally Grant: Well, our older brother Ned could help you out a lot more, he worked for Clarence Whitney when they were logging around here. You know, there was ten of us kids and all of us were born right here in this room. This is a real old house.

James Phillips: It sure looks nice mam..

Jake Lemons: Those rafts had fifty or more logs in 'em, maybe from here to the barn maybe longer. Sometimes they hit a shallow place, you know a sand bar and sometimes they'd cut the raft in two and start out over again.

They dumped them logs into the river and would put them together with chain dogs; you know what they are? Well, They'd take 'em to Bluff Boom. A chain Dog looked something like this(gesture). Anyway, they'd raft those logs all year but mainly in the spring when the river was at high tide . They'd load 'em on the railroad cars at Bluff Boom and ship 'em off.

They, Whitney and them, would buy up timber and haul it up to the bluff on wagons and teams till they cut up all the timber. They could dump it in the river easier than they could pay someone to haul it to the railroad crossing down the road.

James Phillips: Well Jake, how much money did those men make rafting those logs?

Jake Lemons: I don't know how much money they got; three or four dollars maybe for hauling them logs down the river, wharn't much. It wouldn't take a whole day. Back then things was cheep, not like it is now. If a man got a dollar a day he thought he was a gotten big money.

Maybe four or five rafts would go down when the tide come. They didn't lose many logs. Sold 'em to the Mosiac Company in Louisville, still in business today, I think.

James Phillips: Jake, what did those rafts look like ; just so I can keep my facts straight.

Jake Lemons: The crosspieces were split, about as big as your leg, usually a sapling. They were nailed down with the dogs. The rafts were mostly oak and popular, mostly no beech as far as I know. They put them rafts together with these poles maybe twelve foot long; had a hook on the end like this (gesture). They'd dog 'em together one at a time using those cross pieces on each side of the raft. When they get the logs to Bluff Boom they knock out the dogs with sledge hammers, you couldn't prise them out with no crow bar. They'd alternate them logs, one big 'un an

one small one, a lot of times, I guess to keep from dragging the bottom too much. Well, that's about all I know.

They'd hire another crew to break up those rafts and load them on the railroad cars. Those boys that rode the rafts wouldn't do it.

James Phillips

107 Cedar Campbellsville

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Henry Eubanks

Houchens Parking Lot

July 9, 1967

James Phillips: Do you live around here sir?

Henry Eubanks: Yeah, I live over at Roachville on Meadow Creek pretty close to Green River; lived there all my life same as my folks.

James Phillips: I'll bet you've seen those rafts on the Green River a lot when you were a boy.

Henry Eubanks: Let me tell you something. I even rode those rafts down the river to Bluff Boom from our farm. My daddy cut down logs and dumped 'em into the river from land that belonged to the Eubanks long before the Whitney boys came around here buying timber an rafting it. I think it was around 1920.

I got my eye pert nar put out afooling around while I was riding down the river one time. Been bothered with that eye ever since. I've seen men ride those rafts, sometimes when they was too heavy, cum down the river in water up to their knees. See, when they rafted they put a popular log between each heavy oak or hickory; they would sink, see if they was all put together. Them Whitney boys were smart, they knowed how to raft them logs all right. No one ever got hurt.

James Phillips: Who were the Whitney Boys?

Henry Eubanks: They worked for the Wood Mosiac Company out of Louisville. Their names were Alley and Clarence

brothers, I think, or maybe cousins. Anyway they's the the ones who bought up the timber around here. They loaded it up and carted it on wagon to the edge of the river and dumped 'um into the river. Then they'd take chains, short chains with spikes on the end and split a sapling putting it lengthwise on the logs on each side and dog it down. They put the oars on like this (gesture) on both ends. I don't know too much tenical stuff. I just rode them a couple of times I never worked timber much.

James Phillips: When did you say all this took place?

Henry Eubanks: Well, best I remember Alley and Clarence Whitney worked around here several years but the timber finally gave out about 1920, I'd guess.

James Phillips

107 Cedar, Campbellsville

Maggie Whitney McCubbin

Telephone

July 12, 1967

Mrs. Maggie McCubbin: Dad did his logging around Lemon's Bend in 1908 until 1912 or 14, I'm not exactly sure. I can't say for certain. We lived originally in Allen County where we had a farm. We moved to Taylor County in 1907 but we didn't buy our farm until 1912. I don't remember too much about their business, just what was told to me. I was pretty small at that time.

We came to Taylor County in 1907 to move timber. In the spring when the tides came in they'd be gone for days at a time to Bluff Boom near Whitewood. Dad and Uncle Alley were under contract to the Wood Mosiac Company of Louisville. Father could tell worm eaten trees, the number of logs a tree would make, how many boards it would make, even before a tree was cut.

Omar and Auther Rucker were two good boys that worked for Dad on the rafts regularly. They never got hurt. There wasn't much danger with rafts. The biggest danger was being thrown from the raft. The water was so cold, sometimes, it had ice in it.

My father said they even did some cooking on the rafts while they were tied up. Nothing fancy just coffee and the like.

Arther Rucker broke his leg one time while rafting but no one got hurt very often. My father always enjoyed

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the work. Dad knew the river from Neatsville down to Bluff Boom around Greensburg. He knew every shoal; "Big Rock" they had to avoid that. They couldn't get a raft down in a days time. You know how high water is.

Most of the men were fond of Dad and he paid them well. They enjoyed their work. He'd bring 'em and some of the men would spend the night with us and sometimes for a meal.

James Phillips: How did they tell whose logs were whose?

Mrs. Maggie McCubbin: They branded the logs with a hammer called the log hammer. It made a mark so you could tell who owned what logs. The mark was put in the end of the logs. John Gabe Young hauled logs all of his life. They also used a big blue octigon shaped piece of chalk in marking the logs. I forgot its purpose. Its funny how those common everyday things slip your mind after a few years.

Dad didn't raft any after World War I. He worked for a company that wanted gun stock timber. He went far and wide buying trees.

That's why we came to Taylor County, because no one was rafting around here. He got plenty of virgin timber around Knifly, Neatsville, and Tampeco. They had friends all along the river where they'd eat and sleep at night. Everyone was friendly with Dad.

Uncle Alley was several years older than Dad so he didn't raft much. He just wasn't as agile. Dad loved it

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even with all the hard work. Most of what I know is what I heard, not what I remember just like a dream, so I don't know.

Dad had ran (rafts) down in Allen County before we came to Taylor County. When he came to Taylor County he was about thirty. You had to be younger, agile to ride rafts. The ones who ran the rafts were younger than Dad. He almost wore himself out buying gunstocks for the war effort.

They used a "can't hook" to move the logs around on the banks. Then, they'd "snake" the logs around to the river before they "branded" them.

Oh, they notched the poles that ran the length of the raft so the logs would stay together better.

James Phillips
107 Cedar, Campbellsville

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Carmen Spears Capps

Telephone

July 12, 1967

Carmen Spears: Back around 1881 Ball Spears used to log around the Obey River in Cumberland County near Tennessee. They put those rafts together with wooden pins an inch and a quarter across into holes that were bored out with an auger. They cut notches in the whalen to help hold the logs together. They worked for forty cents a day many times, I've heard tell.

They hauled, they rafted the logs from where we lived to Selina Tennesse or to Nashville which ever brought the highest price.

I can remember my daddy whittling out those wooden pins . He had us kids put them around the fire place to season so's when they put into the rafts they would swell tight.

Those rafts were around a hundred feet long sometimes and would run even at night if the moon was out and the water calm.

The pins were driven through the whalen on top of the logs.

I'll tell you how they measured how much good timber was in a log. They measured the length of the little end of the log to tell how much good timber was in it.

They had big wide timber on each side to walk on called "pad planks". They also used a lot of grass cable ropes to tie 'um up with.

James Phillips: What about the other equipment besides the wooden pins and ropes?

Carmen Spears Capps: Well, they used axes, skiffs or "John boats", long spike poles to move the logs around, can't hooks, and long poles to push off the banks with. They marked the logs in the end with a hammer with their initials in it to keep them straight. That was called branding. I've seen 'em haul logs four or five feet through on those rafts sometimes going down the river double, side by side.

James Phillips

107 Cedar, Campbellsville

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APPENDIX

Carmen Spears Capps is a native of Cumberland County where she grew up. She did not see any rafting around Taylor County, but she remembered much she had seen around the Obey River and Cumberland River near her home.

Henry Eubanks grew up on Meadow Creek near Roachville in Green County. He did not work for the Whitney brothers, but he had on occasion ridden their rafts.

Thomas R. Edrington is a retired Western Kentucky Gas Company employee, who worked for Alley and Clarence Whitney when they rafted in Taylor County between the years of 1907-1914.

Sally Grant is the sister of Jake Lemons, both of which live in Lemon's Bend in the same house their parents lived in all their married lives. She recalled much herself and asked her brother to speak to me.

Thomas Martin now works at the Merchants Hotel where he was kind enough to contribute his knowledge of the rafts he had helped to construct and run down the river. He said he has never left Kentucky in his life.

Jake Lemons of Taylor County did not work on the rafts, but he did observe his brother who worked for the Whitneys.

Bertha Kerr Stubbs is the sister of Rufas Stubbs. She did not remember to much about the rafts, but she was willing to contribute anything of folk interest she could.

Rufas Stubbs (from Lemon's Bend), although he did not see much of the actual rafting in this area, he worked dilligently tracing down people who could be good informants.

Margret Edith Harding Tucker informed me of Mrs. John McCubbin who is the daughter of Clarence Whitney.

Mrs. Maggie Whitney McCubbin recalled much about the rafts, her father's attitude toward them and the river, and the men who worked for her family.