

W.T. Moore piling truck. Louis Briggs (in truck), Merle Allender (on trailer), Welmer Seales (on cat), Merle Weeden (next to cat)



### **CHAS. B. MITCHELL & SON / MITCHELL & SONS LOGGING, INC.**

In 1953, when Bill Moore retired from his partnership with Charles Mitchell, Charlie and his son, Dennis, formed a partnership in the logging business. They ran it together until Charles' death in 1970. At that time, Dennis' brother Gary bought out Charles' interest in the company. In 1972, Dennis obtained full interest in the company and completed incorporation papers. In 1980, he named it Mitchell & Sons Logging, Inc. and brought his two sons, Bob and Lloyd, on board. Dennis' wife Lorena took an active role in the business, as well. They have contracted logging jobs all over Oregon with such companies as International Paper, Tangfeld Lumber Co., Bohemia, Willamette Timber and Weyerhaeuser, among others.

In 2002, Dennis Mitchell was named by the Associated Oregon Loggers, Inc. as its "Logger of the Year." Dennis had been actively involved in heading up a movement to eliminate the state's practice of levying personal property tax against logger's equipment. On July 17, 1999, a personal property tax relief bill was passed by the state legislature due in large part to Dennis' efforts, and his award was in recognition of the huge contribution he made to the Oregon logging industry.

Dennis has retired, but Bob and Lloyd continue the work and traditions set down by their grandfather and father as well-respected members of the Lorane business community.

### **BILL MOORE & CHARLES MITCHELL POLE & PILING Co.**

Bill Moore in partnership with Charlie Mitchell established a specialty logging company about 1939. Their operation dealt exclusively in cutting, peeling, selling and hauling poles and pilings.

Tall, straight trees were cut and peeled and sawed to various lengths. Some of the longest pilings reached a maximum allowed length of 145 feet. These extra long ones were used for electric light poles, mainly, and one shipment was sent to Chicago, Illinois, to be used for lights for a baseball field. Most of the loads were hauled

to Veneta, Cottage Grove or Eugene where they were put on railroad cars and shipped to other parts of the country.

The method of hauling such long pilings took some ingenuity. In order to turn corners and curves, the trucks had to be equipped with a second steering wheel and an exposed driver's seat located over the rear wheels of the trailer. In cold weather, it was not uncommon for the driver of the trailer, or "trailer monkey," to finish the haul with his clothes frozen stiff. The "trailer monkey" literally steered the rear portion of the pilings around corners and curves. Even then, the going was not always easy. If other vehicles did not give the piling truck enough room to maneuver, traffic jams would often occur. Walt Hayes tells the story related to him by Lloyd Peterson about the time that Peterson was driving a load of pilings. His wife was the "trailer monkey," and as they attempted to make a left turn at the Highway 99/Main Street intersection in Cottage Grove, a woman coming from the other direction spotted him, panicked and stopped in the intersection. "He was halfway in the turn and he couldn't back up and he couldn't go forward, and he said he just sat there waiting for her to move." They sat there for several minutes and the woman wouldn't move. He finally got out and said, "Lady, would you move your car?" She said, "I can't, I'm too scared!" He then asked her to get out of her car, and he moved it for her so that he could complete the left turn he had started to make. It was only then that traffic was allowed to continue.

Bill Moore sold his business in about 1945 to Ollie Crader and Charles Mitchell.

### **NEEDHAM & SHORTRIDGE MILL**

During the 1920s or 1930s, Melvin Needham and Harold Shortridge horse-logged on 18 acres of land on what is the former George Damewood property lying between south Territorial and Cottage Grove-Lorane Roads (MD-H11). The mill was located at the foot of the Damewood driveway across from the Lorane I.O.O.F. Cemetery. It was a one- or two-man gas-powered mill.