

HARNEY COUNTY HISTORY PROJECT

AV-Oral History #5-B & #6-A

Subject: Lee Williams

Place: Drewsey, Oregon

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Interviewer: Pauline Braymen

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Lee Williams is the son of Ves Williams who came to Drewsey in 1894. He was Sylvester Williams, but everyone called him Ves. Harney County was pretty well settled up by the time he came. He came with his father, Hiram A. Williams. Ves was about 20 years old.

LEE WILLIAMS: They were mail contractors. They sub-contracted most of their mail contracts from Ben Holliday through a man by the name of Travis, I believe. This man Travis would bid on a sub-contract, a big block of star routes, then he'd sub them out to other contractors. Ben Holliday was the man who controlled most of the mail contracts throughout the U.S. through his connections in Washington. This is the way that most of the mail contracts were run throughout the West. They were sub-contracted.

If I'm not mistaken, my grandfather had the first star route contract in this country in 1894. My dad was about 20 years old when they came here. My granddad died in '96. His name was Hiram A. Williams.

I can't tell you much about the freight routes, other than they just hired out to the

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storekeepers and would go to Huntington and Ontario, load up with freight and get back as quick as they could. In the spring of the year was when you'd see most of them going to the railroad and there'd be several of them because it would be the first time they could get on the road and they'd been running all winter on what they'd hauled in the fall before.

The stage lines I'm more familiar with, because I've worked on them. Not the early day ones, but they worked on the same principle as they did then.

The Bendire Mountains were named after a man --- that was a man's name. You know where the Beulah Reservoir is; the road goes past that, past Murphy's, past the old Jason Hunter ranch, then the old Warner Wilson place right at the foot of the Bendire Mountain. Then you crossed the Bendire Mountain --- there is really two of them. You went over the first summit, then crossed a big flat, then went over the second summit, and dropped down the other side to Kate Fopian's. That was a famous stop --- with bed bugs.

She was an Italian woman, and she had a heart that was bigger than she was. She was a friendly sort of a person. Her station was no worse than a thousand others as far as bed bugs was concerned because that was sort of standard equipment, even in some of the better hotels, bed bugs. Her station was a cut above the grey-back's as we called them. Some stations had body lice, you know. As far as I know she didn't, but she did have bed bugs.

If I remember right, Kate Fopian is an aunt to Johnny McRae over here. I have stayed at her place. It was one of the better-known stops along the road.

PAULINE BRAYMEN: It sounds like she had lots of personality.

LEE: She did, yes she did.

Her brother's name was Bill Barttoni. The two of them run that stage stop there. As far as I know, last time I was by there, it was still standing. The house was along the road and you had to

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cross a pretty good stream to get across to the barn for the horses.

I'm not sure just how far apart the stage stops were, but I'd think between twenty and twenty-five miles would be about the average. That wouldn't be too far in the summertime, but in the winter when the snow was on, that would be quite a long ways, you bet.

The stages run in the summer and winter too. When my dad and granddad run the thing, they prided themselves on never backing up from anything. Their main ambition in life was to get that mail through, and they'd work day and night to do it.

The mail route I worked on in Grant County, twenty-five miles was the average run. In the summertime you could make that in five or six hours each way. In the wintertime it might take three times that long. I think that would be an extreme over there though, probably about double the time, if the snow was deep and the roads were bad.

They would use a sleigh in the wintertime. They did on the Bendire route. They could probably use a sled after they left Westfall and over the Bendire Mountain. In those years, it seems like the snow stayed on the ground more than it does now. An average winter was two or two and a half feet of snow on the ground in the winter, and I guess Harney Valley had more snow than that. But they figured on at least two months of sled use and maybe three, parts of December, January and February. We never did get any breakup that I can remember until along in March sometime.

Stinkingwater Mountain was a real snowy mountain in those days. When they started building this highway across Stinkingwater some of the old timers was talking to the engineers that they ought to take snow into consideration, and they just laughed at them. About the first year they used the highway across there, it came a snowy winter, and probably three or four feet of snow across there and it filled those cuts with snow so fast they didn't even have time to get the snowplows in and out of the cut. This was, I guess, along in 1936 or '37. To my knowledge that

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was the last really snowy winter we've had. Oh, we've had some bad weather, but nothing like when I was a kid. Snow would come along sometime before Christmas and there was snow on the ground clear up until into March sometime. And we got cold weather along with it. It really got down.

Dad's brother came after they came in and started this mail contract, Hite was his name. I don't believe he stayed very long, I don't remember him at all. My grandfather bought this place here from Ed Duncan, and Uncle Hite homesteaded this 120 acres, laid right along side of it here. This was the start of the outfit my dad put together in his lifetime. I don't know how long Hite stayed here, but my dad bought him out and he went back to Utah, I guess. That's where they came from, that is where they were born and raised. At least that was their home for a long time.

After my granddad died, my father quit staging in about 1908, and started buying up other places. I think he bought what we called Gabe's place before he quit staging, and then he added other places to it.

First year I went to school in Drewsey, and after that --- let's see, I was born in 1902, so that would have been about 1907. Harry Clark's wife was my first teacher. My next teacher was either Cas Drinkwater or Harry Clark's sister, at Otis school. They would have three months in the spring and three months in the fall, and skip the worst part of the winter. But I believe the Drewsey school had five or six months right straight through.

There was Pine Creek School, Calamity School, Wolf Creek School, Kimball Flat School, Drewsey School, and the Otis School. Those are the schools that I grew up with.

We were a great hand to eat wild onions in the spring and come into school. It wouldn't be too warm yet, a little on the chilly side, and the teacher would have all the windows open and we couldn't figure out why the Sam hill she had the windows open. But later we got to looking back

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and sizing things up and we figured out that everybody had been eating those wild onions and the smell was pretty potent.

I went part of the first year of high school in Burns, and the rest of the time I went to Ontario. This was about 1916 when I went to Burns. I know there was Louis Hughet, Darrell Howser, Sol Eggleston. I stayed with Sol. Let's see, Nellie Sitz Miller was going then, but I'm not sure who the teacher was. I don't remember too much about it. I was there a couple of months and decided Drewsey was a better place to live and thumbed a ride home. That was when Rube Haines was Marshall. And he kept a pretty tight rein on the kids. The way we'd torment Rube was with poker chip whistles. He'd passed a law that kids couldn't have poker chip whistles. We'd get those old composition poker chips and bore a hole in each side and heat them and fold them over to make a whistle. You could hear one of those whistles for half a mile.

One kid would let loose on one of those whistles and old Rube would come a galloping up the street, and when he got pretty close to where he heard the whistle, someone on the other side of town would cut loose and he'd go galloping off in the other direction. We kids about run him ragged.

The poker chips were about the size of a dollar and we'd just heat them and fold them down on the middle and bore a hole through the top and bottom. Let's see, there was Harley and Newt Hotchkiss --- one or the other one of them would know about poker chip whistles.

Ontario, it was just a frontier town. That was the fall, 1917, that I went. That was the start of the First World War. It was just a small town. I don't believe there was more than 160 kids there. It wasn't a very big school and most of the kids that went there were from the surrounding area. There weren't many city kids that went to school. Most of them were from the country, Brogan, Westfall, Ironside. I don't know why they didn't go to Vale, but of course Ontario was one

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of the few schools that was accredited, that the credits would take them into college. A lot of schools didn't have that high school accredit. I suspect that's one reason why so many country kids went to Ontario.

Summer of 1921, I came back to Drewsey and it wasn't too long until I went over to Grant County to run stage. And I think I went in April and was there until the next July. Then I came back over here and got the mail contract to Van in 1934. And I made the third generation in staging. We were still using horses then. In the winter and the spring of the year the only way we could get through was to use horses. Sometimes the only way out was up; sometimes there was just a trail. We would use a car in the summertime, and they gradually got the roads a little better.

In Grant County we delivered six times a week, but to Van we delivered three times a week. We had quite a bit of leeway on it, up one day and back the next. The route was about 25 miles to Van. In Grant County the run was 60 miles with two 25 mile divisions and one 9 mile. That 9 miles was just a sort of a bobtail outfit. The rider would pick up the mail at Hamilton and go down and back the same night.

Yes, we carried lots of passengers in Grant County, believe it or not, even in the summertime. I can't answer the question of how much the fare was. The freight agent on the Canyon City end took care of the fare there and the ones in between times, but I think that probably on the 50-mile runs the fare would be about \$5. I'm just a guessing about that.

I don't think I ever did collect a fare from anybody that I hauled on the stage truck, because anybody that rode already had paid. Their names would be on the weigh bill. You see we had a shipping bill and it had freight on there and where it was to be delivered. That is, the freight you paid for. Of course parcel post, you just put off by the name on the package.

The freight agent made out the destination where the freight went to, and the same way with

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passengers.

We used to have a leather pocket made out of fairly heavy leather with a flap, that we kept the weigh bills in. At any one time, anybody that was running the stage line could just pick up the weigh bill and tell how much weight was on, and how many passengers, about the same as they do on trucks now. The only difference I know of is they use gasoline now instead of horsepower. That's about the only difference.

They cover a little more territory a little faster. But just imagine, it's an hour and a half, well two hours at the most to drive from Burns to Ontario --- it took about 42 hours going day and night to make the run one way.

PAULINE: Trouble with Indians or robbers?

LEE: No. Well, I heard my dad tell a story about a fellow by the name of Harve Page, had a rifle he thought an awful lot of. Down towards Fopian's there's a place they called Robber's Roost after that. Anyway, he was held up and he was telling about it later and he said, "It's a darn good thing I didn't have my rifle along." And of course everyone was all ready to see what he was going to do. Someone said, "Would it have been any different Harve?" And he said, "No, I don't think so, but they would just have took the gun too." He was real pleased to think he didn't have this rifle along and didn't lose it too. As far as I know that's the only time anyone was ever held up.

Up until 1883, this was an Indian Reservation on this side of the river. (That would be east of the river.) There was lots of Indians here then. I don't know how many was there, but pretty near anyplace you would go you'd see a bunch of Indians. They used to go back in the mountains in the summertime to camp. They had their pack outfits. I don't ever remember any of them ever having any buggies that I can recall. They just went horseback.

Talk about trouble with the Indians. There was a trail came through here from Drewsey by

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the ranch and went out south and east. The Indians used to come through, I suppose in the wintertime they went down on the south fork of the Malheur where there wasn't much snow. Anyway, one time there was an Indian froze to death right out here where we had a little old cabin. The Indians came along and found him. I don't think Dad knew anything about it till afterward, but the Indians thought he had done something to that Indian for a long time. But he had just plain froze to death. Whether he was drunk or whatever happened, I don't know.

He always used to get along pretty well with the Indians. He was raised with them in Utah. It was kind of interesting to see those Indians do the war dance. Of course the squaws didn't take part, just the men. I never did get to see but one. My mother was always scared of the Indians, and kept us kids pretty close around. But I slipped out one time and there was a bunch of Indians, maybe 30 or 40, beating their tom toms and dancing. It puts you in mind of these modern kids out there dancing around. The beat of the music is just about the same. Of course they yelled, they was doing more yelling most of the time than dancing. It sounded something on the order of a band of coyotes when they get to yipping. But somebody told me that different tribes, different nations, made different sounds when they danced. But these around here was kind of a high pitched, not exactly a yodel, but you've heard kids make a sound with their hand over their mouth. Well it sounded like that, but they didn't use their hand over their mouth.

It's pretty hard to describe their war dance, so you'd know what it looked like. But they still had their war bonnets and they wore them too, and moccasins.

Drewsey was the trading center for a large area around. There was Olsen and Riley's Saloon; Swede's Saloon; Globe Saloon; Bartlett Hotel, Miller Hotel, and later the Hamilton Hotel, and two barns. The Bartlett barn, I believe, was to take care of the people that stayed at the hotel. The Hamilton barn catered to the general trade, freight teams. When I was a kid going to school

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there that first year, I suppose there was 40 or 50, maybe as high as 60 kids going to school there. I don't remember just how many people lived right in the town of Drewsey, 200, maybe 300, somewhere around there.

Then about the time the First World War come into the picture, about the time prohibition came in, it seemed like little communities like this started fading out of the picture. The automobiles came into the picture then, faster means of travel. I can remember the first Ford automobile that I know anything about, the amount of time it took to go from here to Ontario. John Thomas came through and stopped to visit with my folks. They asked him how long it took to come from Ontario and he said, "Oh, it didn't take too long, maybe 7 or 8 hours." That was real fast time. That was hard for me to believe. It would take a pretty good buggy team to make it in two days. And now we go in two hours, from Burns to Ontario, about an hour from Drewsey.

But as far as I can see that was the start of the loss of population in these smaller towns, when we got the faster means of travel.

PAULINE: Are the rural areas about the same number of people?

LEE: No. On the ranches perhaps. But there was always a certain bunch of people that lived in the country, a little homestead here, and another one there. I can think off hand in the Calamity country of two families of Capps, two families of Howes, two families of George Gearharts, Davis and Landings, two families of Landings; Rackerts; Charlie Johnson's family; Wards, Sam Jenkins; Lillard; Charlie Holbrook; Anderson family; Doles, two families of those besides some single ones. And that was just in the Calamity country where there is just one family that lives there now.

There was a time when every 160 acres had someone on it. Well this ranch right here, we lived here, and Gabe lived over there, and Stewarts lived across the creek there, three families right here within a couple of miles. Pattersons down here at the Drinkwater place --- well you get to

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thinking back and you wonder how all those people made a living. But it didn't take much to make a living then. People raised their own garden, and had a cow most of them, and they could always get a job with the PLS Company. There was Pine Creek, Swamp Ranch, Kimball Flat, Otis Ranch, Agency Ranch, just in our area here. They always had several men working for them. If anybody wanted a job why they usually could go there and get a job.

PAULINE: Why did they call it the Agency Ranch?

LEE: Well because the Indian Agency was there. That used to be an Indian Reservation, and they just shortened the name up to the Agency Valley, Agency Ranch. I don't know where they got the name of Beulah. There was a post office, and a store, and stopping place there, and a blacksmith shop, and they called it Beulah.

PAULINE: During prohibition, was there a little or a lot of bootleg whiskey floating around?

LEE: Just like any other place. It was all just about as wide open as when the saloons were open, except you had to buy it back around behind.

PAULINE: What did the saloons do? Did they stay open and offer other services, or did they just close?

LEE: Well there was one of them that stayed open for a while, but they didn't offer anything except Near Beer that I remember. But I think that some of the people that run the saloons went into the bootlegging business.

PAULINE: Racetrack at Drewsey?

LEE: Let's see, yeah, and baseball games. They had baseball similar to what they do in Burns now, except communities went from one community to another to play baseball. Harney used to come to Drewsey to play baseball. Crane used to come over to Drewsey and play baseball. Burns used to come over to Drewsey and play baseball. I can remember when they used to have those horse

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racers. I was trying to think of some of the names of those horses. Carl Riley had a brown horse he called Maine. Bradfield had a racehorse that was a pretty fast horse. Milt Davis had some racehorses. The Capps boys had some pretty fast horses.

They always had horse races the Fourth of July. The grandstand they had, and the racetrack was this way from Drewsey, from the sub-station down this way (east of the substation). And the grandstand would seat three or four hundred people, maybe more than that. They had the ballpark in front of it of course, and then the racetrack started in front of the grandstand. It was a quarter mile track, came down and made a kind of kite shape turn and came back in front of the grandstand.

Horse racing was quite a thing in those days. Pretty near anybody would bet on a horse race. That brown horse that Carl Riley had is the only one I can recall the name of. And he had a boy that rode for him by the name of Stub Willy. I think he still lives at Canyon City. He rode Carl's horses for him. Jess and Dan Davis were --- well Dan, about all he done was run races around. Seemed like everybody around was interested in horses, a lot more than they are now.

And baseball, some of those games were pretty rough, players like Clarence Young, and the man that used to run the warehouse at Crane for a long time. It wasn't anything uncommon for a baseball game to have three or four fights. People used to come in buggies and stay three or four days for the Fourth of July ceremonies. Of course, there was always a lot of drinking, and what have you, and tempers got pretty short sometimes.

PAULINE: Sounds like you had a ball though.

LEE: Yeah, it was lots of fun. It was quite the thing because you could take a quarter and buy all the fireworks and soda water --- that's what we called pop in those days. Some of the firecrackers would be as big as a stick of dynamite and cost a penny or two, and would tear an apple box or a coal oil box all to pieces. Kids nowadays get a hold of something that makes a little noise as loud

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as a popgun and everybody's scared he's going to get hurt. The Fourth of July celebration in those days seemed like you really had something. Of course, you always had somebody to make a big long-winded speech. And they'd have the grandstands all decked out in red, white, and blue bunting and lots of flags and everything.

I don't recall of any games a kid got into except baseball. That was the game. Just as quick as a kid got big enough to carry a glove he was out playing baseball, shagging flies or whatever -- other jobs that they had around. I suppose this is why so many of these communities had baseball teams. Before my time, Harriman, Princeton, and all those places had a ball team.

There was The Narrows, Sunset, Harriman, Voltage, Princeton, and Diamond that I can think of right off hand.

Drewsey was the trading center. Closest store that I know of was Juntura or Agency --- Beulah. This way you had to go to Harney, and Riverside the other way.

Course Juntura, was never anything there except the Huffman's store, and it set up on the Beulah road there. My dad did run a stage through there. My dad had a mail contract between Beulah and Riverside. But where the present town of Juntura is now, when I first went there before the railroad came in, there was nothing but a big sagebrush flat out there, a few tent houses. The railroad came in through the tunnel in the fall of 1912; came into Juntura in 1913. Because we went to the fair in the fall of 1912 in Ontario, and we walked down from Juntura to where that little tunnel came through and got on the train. But up until that time the only way we had to get to Ontario was to follow the old freight road. We went over Agency Mountain, through Agency Valley, over Bendire and over to Westfall. We didn't even go through Harper Valley at that time.

You see, until the railroad came through there that Harper Valley all belonged to the PLS Company. They owned that all, the Harper Valley and Indian Creek. They had quite a holding on

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Indian Creek.

I don't know whether they had any more places between there and Agency Valley or not. I guess from what George Riley told me, that Charlie Miler and Mike Acton came to work at the Harper when they first come to the country there. I believe Al Weatherly was buckaroo boss if Mike's memory was right.

PAULINE: The Drewsey Telephone Company.

LEE: It was on barbed wire fences and when you come to a gate you took some smooth wire and if the gate wasn't too big they'd put a pole up over the hitch and string the wire up and over the top of the gate. In rainy weather it was kind of hard to talk over it, but in dry weather why it worked just about as good as they do now. Rainy weather it kinda shorted out, you know, but it wouldn't be past using. They could use it even in rainy weather. As to what year it was I can't remember, but I can remember when we first got it here because Dad and some of the men were putting the wire over the gates, and so on, and they had to splice it.

My dad was the first president of the telephone company. There were several had an interest in it, but I think he had the biggest hand in seeing that the line was built. At one time it was all copper circuit clear from Burns to Ontario. And I've heard him say you could talk to New York or anywhere they had a telephone system. They had an office in Drewsey and they kept an operator around the clock at the switchboard in Drewsey. There was the Van line, the Burns line, the Otis line, the Vale line, and Riverside, and what they called the Hole-In-The-Ground out towards Barren Valley, out in that country. Then when the railroad came into Juntura why then they built a line into Juntura. And eventually that was the way the telephone line went outside. I believe a man by the name of Weston had that first telephone line that went down the river there to Crane, Vale, and Harper, and out that way.

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In the meantime, why this line to Ontario or Vale was hard to keep up. Somebody come along and a wagon broke down and they needed a piece of wire, they'd cut a piece out of the telephone line and use it.

Don't remember when the last use was made of that line, but that was the last of the telephone line until Bell came in.

PAULINE: You were without a telephone for a long time?

LEE: We were without a telephone line for a long time, except for just local lines.

I think the biggest move, even bigger than the highway, I think it was '33, or '34 or '35 I guess when they started building this highway, and that was quite an improvement. But the biggest one, I think, that brought people more benefit than any one thing was when the power line came in.

This is Idaho Power we're on. We started a co-op through here, from here to Vale to tie into that co-op down there. We were all ready to go on it, I believe, we had all the money appropriated and everything. Idaho Power came in and offered to take over the survey, the blueprint, and build the line without any cost at all until we started using it. So we took them up on it. I know I was one of the directors of the co-op. I'll never forget how mad the co-op manager from Vale, or REA is what they called it then, how mad he was because when they had the meeting why he was all set to counter Idaho Power. And there was a dance slated for that night. And as soon as we agreed to turn the power outfit over to the Idaho Power, an outfit that knew something about what they were doing, of course the next thing why we started our dance. The REA people said it was the darndest thing they ever heard of. They had come over here to give us some power and all we wanted to do was dance. I don't remember when they built the line here, 1946 I think, when the first light went on in Drewsey. You can check with Sam Burtt, but I think it was Christmas time 1946.

The man we always think about when we talk about freight teams in this country (showing a

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picture) is Charlie Cramer. That's his outfit right there. That's the Bartlett Hotel, and that's the Bartlett barn right here. And this is the post office where Harry Clark's mother was postmaster for a long time. That's where the service station is now. The fellow that bought it, tore part of it off. The post office itself is part of the original building.

That's quite a rig, (Charlie Cramer's freight outfit) ten horses or five teams. This is Charlie standing up here on the front of the wagon. He rode the wheel horse on the left side.

PAULINE: And steered with a jerk line?

LEE: They had a piece of rawhide riata that went through the hame rings to the left horse. The left horse was the jerk line horse. The old horse here I can remember just as plain as anything. He was kind of a savina* colored horse, and bald-faced. (*Note: A savina horse is described as being "a fine looking bald-faced roan". There are several shades of roan, but savina runs more to strawberry-roan with white points, stocking feet, and white face. The savina horse is not common and is prized by horsemen. The PLS Company had some savina colored stock, and when they sold them several were bought and kept in Harney County. This information was received from John Scharff.)

And if you will notice there is what they call the jockey stick that runs from this horse's hame to this horse's bit ... when this horse turned he turned the other horse one way or the other. Most of them had a little piece of iron pipe or a pitchfork handle or something there.

PAULINE: Just something to nudge this horse so he would turn?

LEE: Yeah, when he started to turn why --- yep, they get pretty smart. He'd get pretty near as smart as the lead horse. (Note: The lead horse and the jerk line horse were the same. The jockey stick was placed between the lead horse, or jerk line horse, and the other horse in the lead team to teach him to turn with the lead or jerk line horse. The driver rode the left wheel horse, or the left member

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of the wheel team which was next to the wagon. The center horse teams were called swing teams and could jump across the chains out to the side either way to keep the wagon on the road. The lead team led the way.)

Yeah, Charlie Cramer was quite a freighter, Charlie was. I think probably the last freight team that came into this country that I know anything about was about the time the railroad came to Juntura.

PAULINE: About 1912?

LEE: I'm not saying that freight teams stopped altogether then, but that was the start of replacing the freight teams. You take a ton to the horse and you have quite a load. He had three wagons, two freight wagons and a trap wagon. He hauled grain. ... They were big heavy wagons. Oh, run over a rock sometimes as big as your two fists and it would be just powder. He was carrying that heavy a load. But how they made some of the turns on these old roads with those three wagons --- Three wagons was the most the ones I know about had on them, but they had as many as 14 head of stock in the team.

Usually when they got up to 12, 14 head, they used mules. They used more mules for some reason than horses. Most of the horse teams would run up as high as 10 head, wasn't over 12. The Company freight teams used lots of mules.

PAULINE: These roads were pretty narrow and pretty steep and sharp, and to navigate the horses around ---

LEE: You had to have a lead horse that knew what he was doing.

PAULINE: How did they train the lead horses?

LEE: They would just --- I suppose--- Well, horses are just some like people, some are more suited for a job than others. There were, I suppose, amongst horses, just like people, there were

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horses that if you gave them the responsibility they were smart enough to take it, and other horses couldn't.

But this horse here (the savina lead horse) had the reputation of being one of the best line horses. I remember when he used to haul lumber from the sawmill back in the mountains; Charlie Cramer was using six horse on two wagons. The road from the mill was all-downhill. But that horse, you come to a turn, you didn't have to drive him. The horse knew just how big a turn to make to turn that wagon. Well, you've lived around horses all your life, you know.

PAULINE: I don't know a thing about horses.

LEE: You don't? Well, horses are just like people. Some people can get onto one job, a certain job like you get anywhere, and another person can take that same job and figure it out and go right on. And horses are the same way, they think.

It must have taken quite a lot of training to get that many horses together and get them working together. But I've seen those freighters when they'd be hooked up in the morning getting ready to move, they'd tighten the jerk line and the lead team would begin to shake those bells. And you'd see the other horses tighten their tongues getting ready to pull, and when he spoke to them they would all pull together.

PAULINE: You always hitched them up the same way every time?

LEE: Oh yeah, you bet. The important team to keep the wagons in the road were the swing team and the pointers too, I guess, but they were never tied into the chain. The other horses were tied into the chain, but the pointers never were. Because if the wagon started slipping, maybe down grade, I've seen Cramer holler at that team and they'd jump that check chain there and start right up the side of the mountain to keep that wagon from sliding on down the mountain.

PAULINE: So the swing team had to be loose so they could go on either side of the wagon?

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LEE: They were plumb loose so they could go on either side of the chain. Lots of times the pointers and the wheel team was the one that kept the wagon on the grade while the rest of the horses kept it going ahead. This chain where it came from the end of the wagon to the end of the tongue was fastened to the end of the chain, but it was usually so long it pretty near drug the ground. Then they had no necking bar; they just used chains and a breast strap around the end of the tongue. Then there were two eyes on each side of the tongue and these irons that went around, these pointers was hooked into them. That way they could guide and pull the wagon tongue.

Ed Duncan, the man that homesteaded this place, was the first Noble Grand of the Odd Fellows Lodge in Drewsey. I believe this lodge was set up in 1900. That's the date on the building, but I don't know when the lodge started up. The Odd Fellows sold dance tickets for \$5 a ticket, and had that hall built on purpose for a lodge hall and a dance hall. That was the purpose of the building. That was the reason that the hall has stood there for so many years. When you was dancing in the thing there was no vibration at all. It had foundation enough under it, and the floor was braced so there was no vibration at all. Then afterwards Harry Brown, the man that run the Brown Store, moved his store from a building across from the Porter Sitz Store down to the Odd Fellows Hall, and had his store in there. I remember when Harry Brown run his store down at the other place. That was moved down to the Odd Fellows Hall when Henry Welcome came from Burns and put a drug store down where the Brown Store was. Henry Welcome was Al Welcome's father.

PAULINE: Map of Drewsey the way it used to be. (See attached drawing.)

LEE: Well, let's see; let's start at the west end. These are not just exactly right. The Bartlett Hotel sat more off this way from the Odd Fellows, but there were no streets went through here. This is the main street this way, and this is the main street this way. Then up on the hill was --- This here

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now is kinda an outline of Drewsey. Now this is where Dr. Smith, not the Dr. Smith from Burns, but there was a Dr. Smith here a long time ago. I think he was the doctor there when Glen Sitz was born, and before him was a Dr. Stanley. But anyway, the house still stands where Dr. Smith lived. Then the Miller Hotel was next. Well, let's see, Milt Davis lived right in here (between Smith and Miller). Then the Miller Hotel, that was Frances Miller's granddad and grandmother lived there. Then Hamilton, Sim Hamilton, was the one that had the Livery Barn. Then Alec Olsen had this saloon here. Then Frank Superior had what they called the Swede Saloon. Then Brown had his store right across the street. You see it's sort of katty-cornered across from the Porter Sitz Store here. Then Jarvis Smith's Globe Saloon was right here, and a warehouse and the IOOF Hall. Then the telephone office. You see where I left the gaps here was the streets. This over here was pretty well connected. I mean there was no runways through there at that time. And then there were some more houses, and the schoolhouse set up here at the end of Main Street. It was two stories and a belfry, you know. And there was houses all around here, and the Indian Camp was off this direction from the schoolhouse. This is kind of a rough draft of how Drewsey looked. ...

I can remember Dr. Harrison, Charlie Cramer, Lou Sitz, Al Weatherly, Bill Baker, Artie Reed, Jack Miller's family, Carl Riley, Joe Lamb lived around here.

PAULINE: Did your father start by raising horses, or did he go right into the cattle business?

LEE: No, he was a cattleman. He grew up with cattle in Arizona. Went clear down into New Mexico and Texas I guess at one time.

This log cabin out here in the yard, Ed Duncan built that. That was his homestead house, it was built in 1881. It has been moved from where it was. He apparently came in here the year this was thrown out of the Indian Reservation, and stayed here the year they closed it up. They closed it up ...

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Bill South was the father of Mrs. Lee (Gladys) Williams. He played the fiddle and was well known for his musical ability. He played for dances all over the county. The South family was living in Drewsey when the Williams family first came, so they are real old timers in the area. He was a scout for the Army during the Bannock Indian War.

PAULINE: Lee Williams says, "He used to play for dances when I was still a little kid, before I learned to dance. They came here from Jackson County and I'm sure he told me he was with the Calvary when they came through this country after Captain Jack. It was kinda like the BLM hiring per diem guards. For anybody that liked fiddle music, he was the best. I don't know of anybody I ever heard that could play the fiddle like Gladys' daddy. He'd bring that bow across two strings there and just make the fiddle howl. Most fiddlers just use one string there, but he was one of the old school that played on two strings. One thing, if you was playing second for him, you didn't want to be even a little behind the beat, he couldn't stand that. He wanted you to be right there and keep up with him."

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