

LOGGING IN THE CASCADES.

(Special Correspondence of the Desert News by Frank G. Carpenter.)

SULTAN JUNCTION, Wash., June 11.—I am dictating these notes in the midst of the woods. I am in the greatest forest region of the United States, on the western slope of the Cascade mountains and in the heart of a lumber camp, with hundreds of men sawing and chopping away on all sides. At my back a stationary steam engine is dragging mighty timbers by steel cables to the cars, and with similar cables leading the giant logs for shipment to the mills. My seat is a fir tree which has just fallen. It is 200 feet long and so thick at the base that a cross section of it would reach from the floor to the ceiling of the average auditor. Other firs, each as big around as a railroad water tank, rise about on all sides, their tops in some cases kissing the sky 200 feet over my head. At my right, standing on spring boards fastened into cuts in the trunk at about four feet from the ground, are two wood choppers, making a notch in a tree to give it the right direction for falling, and farther over are two other lumbermen on similar boards pulling a cross-cut saw back and forth. The saw cuts like velvet as it goes through the soft bark, but the tree seems to shiver as the teeth cut into the wood and glow their way toward its heart. As I look a gray squirrel sneaks down the trunk of a forest giant nearby, and then flies to the top of a mighty stump 20 feet round and sits there, evidently amazed at its surroundings.

I stand upon the log and look about me. Except where the lumbermen have cut their way through, the jungle is almost as dense as that of the Himalayan mountains. The ground is covered with rotting underbrush and fallen trees. There are snags and broken branches everywhere and the old stumps have a thick coating of moss. There are giant ferns and brambles with sharp thorns which tear one's hands and clothes as he makes his way through.

THE WASHINGTON WOODS.
But first let me tell you something

of the mighty timber product of the great northwest. Washington, Oregon and California are cutting more and more trees every year, and Washington leads the Union in its timber resources. According to an estimate of the department of the interior, there are almost 200,000,000,000 feet of valuable timber still standing. The state is cutting something like 1,000,000,000 feet every year, and in addition about 5,000,000,000 cedar shingles; but even at this rate the cutting can go on for 100 years and longer, and in fact, a billion feet of lumber is enough to make a board walk a foot wide and an inch thick 3,000 square feet long. At 5,000 feet in the mile such a walk would reach 200,000 miles. It would be long enough to plant a row of giant firs around the world. That is what Washington is doing every year and what she can continue to do for more than 100 years to come. The great lumber camps of the Cascade covers more than 20,000 acres. It is big, and is said to be about the most densely wooded portion of the globe. It is now almost all under company rule, and where I am writing, and where everything is carried on as a vast estate. The camps themselves, as I shall describe further on, are different from those of the east, and the milling establishments where the timber is cut into lumber for export are equipped with band and gang saws and all labor-saving appliances. The best of them stand upon Puget sound, and they have a clean water way from Puget to Tacoma, Clifton, Japan, Australia, and, in fact, to all parts of the globe.

UNCLE SAM'S BIG LUMBER BUSINESS.

Few people realize what our lumber industry means. Uncle Sam gets more out of his woods today than any other country. We are producing almost one-half of all the forest products turned out upon earth. The annual output of the world is about 1,200,000,000, and of this 500,000,000 comes from the United States. Next to us stands Russia, which when not hampered with revolutions, sells one-third as much as we do; then comes Austria, which produces about one-sixth as

Uncle Sam's Big Lumber Business in the Great Northwest—Vast Extent of the Washington Woods—Two Hundred Billion Feet of Timber Left and Enough Annually Cut to Plank a Road Eight Feet Wide Around the World—Our Timber Product vs. that of Europe—How We Lead Russia and Norway and Sweden—The Age of Wood vs. that of Steel—Queer Phases of Life Among the Lumbermen—Notes Made by Frank G. Carpenter in a Washington Lumber Camp.



MAN RESTING IN CASH OF BIG TREE.

Specially Photographed for the Desert News by Frank G. Carpenter, Its Correspondent.

much, and France, which produces about one-eighth. Norway and Sweden sell about even with France. Australia is getting about \$25,000,000 a year out of its woods, and Great Britain about \$10,000,000. The most of our lumber is used at home and more and more of the home product is coming from this part of the world. A half century ago the chief source of supply was New England, then the Great Lakes region was opened up, and until 1890 they had the lead. In 1890 we were getting one-sixth of our lumber from the south, but the war paralyzed that industry, and it did not pick up again until about the eighties.

Now about one-fourth of all our building wood comes from the southern states. The Pacific coast did little in this respect before 1880, and these vast lumber regions of the northwest were not exploited at all for years after that. Their active life began when James J. Hill showed that he could carry shingles and boards across the continent on the Great Northern railroad and sell them at a profit in the east. From that time to this that road has been getting big receipts from its lumber freight, and it is one of the chief timber transporters of this country to day. On my way here I passed trainloads after trainloads of lumber going east. I counted 40 cars on a single train, and was told that it contained altogether 400,000 feet. It was made up of boards, shingles, rafters and lathing, and it was on its way across the Rockies to the lumber merchants of the Mississippi valley. That trainload had enough lumber on it to make a board walk a foot wide 80 miles long. It had been loaded in the Flathead valley in Montana, which is now cutting about 100,000,000 feet of lumber a year.

WOOD VS. STEEL.

Many people think that the age of wood is passing away and that from now on steel and iron are to take its place. There is an enormous amount of forest left in the world. Canada has thick timber which would cover about one-third of the whole United States. Russia has still more than 500,000,000 acres, one-third of which belongs to the czar, and is carefully managed to prevent waste. It annually exports 22,000,000 worth of wood; one may see steamers loaded with it going out from the Baltic, and there is a great caravan of boats always moving down the Volga, carrying the lumber of the north to the great black plain, and the regions about the Caspian. About 40 per cent of Sweden is still covered

with forest, and the same is true of 25 per cent of Norway, of which three-fourths is pine.

I rode a thousand miles up the Amazon a few years ago through great woods all the way, and I could have gone by steamer 2,500 miles westward from Para through a similar country. The whole Amazon valley is covered with woods, and this is so of many of its tributaries. There are great forests along the Paraná and Paraguay rivers which are not exploited now, because of the cost of getting the wood out. They have no such means to help along, and no modern machinery in the way of lumber railroads, steam engines and cables. These will probably be introduced as the world's crop of wood becomes scarcer. Austria-Hungary has 47,000,000 acres of forest, of which about one-half is pine, and a large part of the remainder oak and beech. That country exports about \$25,000,000 worth of timber every year, and five or six millions of this is in staves for casks and sawed lumber. Australia has vast forests in the west, and it is now exporting wood for pavements to many of the cities of Europe. Slam is exploiting its teak timber, used largely for shipbuilding and furniture, and the same is true of Burma. British India sells something like \$2,000,000 worth of teak every year, and Great Britain annually buys more than \$3,000,000 worth of that wood to use in shipbuilding.

OUR BIG TIMBER SUPPLY.

We have enormous forests in the Philippines which will supply ties to China when the great railroad era of the celestial empire begins, and the same is true of Formosa, Borneo and other islands of that part of the world. Cuba, Santo Domingo and Central America are all rich in hard woods, and, indeed, there is scarcely a country on the face of the globe which has not still a large amount of valuable timber. As for the United States proper, the last census estimates that the timber owned by lumbermen was more than 200,000,000,000 feet, and that the total amount of our outstanding timber was ten times as great. It was then estimated that we had 15,000,000,000 feet of white pine in Wisconsin, and more than 8,000,000,000 in Minnesota, while there was something like 50,000,000,000 feet of white pine in the whole country. As to spruce, there was about 30,000,000,000 feet of that, and of hemlock more than twice as much. There are about 100,000,000 acres of yellow pine left in the

south, with more than 200,000,000,000 feet on them, and altogether about 150,000,000,000 feet of hardwoods. In addition to these woods there is a vast amount of yellow pine, sugar pine and red fir. The red fir are found here in the northwest. They are 200 or 300 feet in height and it is not uncommon to get 50,000 feet from one tree. The redwoods of Oregon and California sometimes yield 100,000 feet and more per acre, and the supply is said to be more than 75,000,000,000 feet. Indeed, it will be a long time before we are out of building material and before Uncle Sam will have to keep himself warm by hopping up and down and swinging his arms.

LOGGING IN WASHINGTON.

But, let me tell you how logging is done out here at the northwestern end of our country. It is far different than in Michigan, Wisconsin and Minnesota, where the trees are felled in the winter, rolled into the streams and floated down with the floods in the spring. The logs are cut here all the year round and lumbering is a railroad proposition, and a big one. The camp I am visiting is that of the Sultan Railway and Timber Company. It took out 25,000,000 feet of lumber last year and will take out 25,000,000 this year, or enough to plank a roadway as wide as a city street from New York to Boston. This company deals only in logs. Its business is to cut down the trees and to saw them into sections which are hauled to the water front on Puget sound. Almost everything is done by machinery. Railroads take the place of horses and donkey engines and steel cables drag the logs through the woods in the tracks.

It was with Mr. Loose, one of the company, Mr. C. E. Stone, the general passenger agent of the Great Northern railway, and Mr. Walter Parks, a moving picture photographer well known in this region, that I was taken to the forest and shown how the biggest trees now felled on the continent are gotten out. We made our way through the woods on a railroad hauled by a little compound engine not much bigger than the dummies used in coal yards, but having all the power of a great mogul weighing 100 tons. This dragged us up the hills more easily than the cog engines take one up Pike's peak or the Rigi and then carried us on to the camp.

Our way was through these mighty fir trees which rose from 150 to 200 feet above us, and which in some places

were as thick on the ground as to almost shut out the light. Some of the trees were as big around as the foot of a Pullman palace car stood up on end, and they maintained this size for a hundred feet or more to where the first limbs began. Others were more slender, but all shot straight up into heaven, branching out into feathery green far above us. There were also fallen trees and great stumps many feet through.

WITH THE GIANT KILLERS.

Arriving at the camp, I left the car and tramped from tree to tree through the woods to watch the cutting, now sinking to my waist in the jungle and now shrieking as I grabbed what appeared to be an innocent branch and found it covered with thorns. I climbed over trunk after trunk of these giant monsters and walked and seemed to me, for miles after them, jumping from one to the other, always leaving behind me a trail of dead limbs. I was surprised to see how rapidly the lumbermen moved, but upon making out their heavy boots I found that the soles were studded with sharp spikes, which pierced the bark and made them sure-footed.

The first tree I saw felled was 30 feet in circumference, and it was cut about as high above the ground as my head. It was 100 feet in diameter. The choppers stood upon boards and made a 22-inch in the trunk so large that a man could sit inside it, and the saws determined the direction of the falling. The choppers knew how to cut so that they could make a tree drop just where they pleased, and so that it will not break or injure other valuable timber. After the cutting the saws began to move, and took two men almost an hour. They pulled the great cross-cut saw back and forth, pouring oil on it to make it move smoothly. That tree must have been hundreds of years growing. It began to make its way toward the sea long before Columbus came to America, but these vandals destroyed it in less than an hour.

As soon as it was on the ground another set of men took charge of it. They made gashes in the trunk 20 to 30 feet apart, making it soft into logs, while others trimmed the branches and a third set of sawyers cut it in pieces. It was only a few hours after cutting before it was ready to be loaded on the cars.

All the lumber here is loaded with cables by means of steam engines. The cables are ropes of steel as thick as a broom handle and a mile or more long. They are carried through the forest, where the logs lie and are wrapped tightly about them. One log at a time is dragged over the ground. Many of the logs are so heavy that they plow great furrows in the earth as they go and sometimes tear up smaller trees by the roots on the way. A single forty-foot log will often form a full load for one car, some containing as much

as 5,000 feet of lumber. Many of these logs are as big around and as long as a passenger car, and when green will weigh from 20 to 30 tons each. Nevertheless a steel cable moved by the engine drags them up to the track. The log looks like a great live worm awaying its head this way and that as it goes.

When it reaches the cars another cable is strapped around it, and it is lifted as though it were a handkerchief from the ground to the truck. It is all a matter of steam, wire rope and modern machinery carefully managed, the heaviest of the timber being handled far more easily than the average pine log of Wisconsin a generation ago.

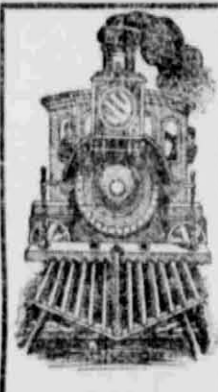
WITH THE LUMBERMEN.

I have spent some time here going about among the men. I have had dinner with them in the camp and have talked with a number of them. They are rough-looking fellows in blue flannel shirts, trousers and top boots, but their cheeks are rosy, their eyes bright and they seem healthy and husky. They are about the same as our lumber boys in the east, with the most of whom money comes easy and goes easy. They are paid good wages, running from \$2.50 to \$3.00 a day. A few of them have money, but more wait until they have extra money and then they go off to Seattle for a good time and a three. No liquor is allowed to be sold in the woods, but at these vacations, which come every three or six months, they spend all their earnings. This is especially so on the Fourth of July and at Christmas. Every one has his own method of getting rid of his surplus. One man here who is a skilled timberman, knows close to his job until he has these four or five hundred dollars about him. Then he will go to Seattle and put up at the best hotel, always taking a room with a bath. He will come out in a new suit of clothes, will have a shave and shampoo and strut with a cane. For a week or so he will live like a sultan. If there is an open he will go to it, and will perhaps engage in sporting pastimes which are not to be mentioned. He will keep this up until all his money is spent. Then he will fish out his old suit of clothes, packing the new one, and go back to work to repeat the same process when he again becomes flush. It should be said, however, that there are thirty men also among those who work in the woods—men who have families and who save their wages and live most respectable lives.

FRANK G. CARPENTER.

STIMULATION WITHOUT IRRITATION.

In case of stomach and liver trouble the proper treatment is to stimulate these organs without irritating them. *Crisco Laxative Fruit Syrup* aids digestion and stimulates the liver and bowels without irritating the organs. It is a pleasant and reliable remedy. It does not nauseate or grip and is mild and pleasant to take. For sale by F. J. Hill Drug Co.



Earn from \$80 to \$125 per Month

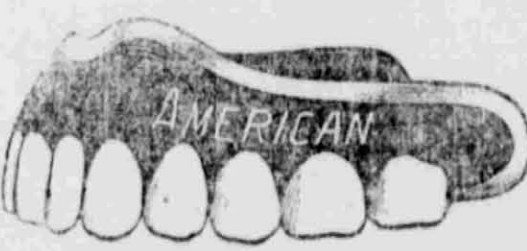
WE WANT YOUNG MEN for Firemen and Brakemen, experience unnecessary. High Wages, Promotion. Positions secured as soon as competent. Instructions by mail. Cut out Coupon and send for particulars today.

National Railway Training Ass'n.
Omaha, Neb., Kansas City, Mo.

COME ALL Discouraged and dissatisfied people who have been unable to use your teeth, we will POSITIVELY FIT YOU.

NO MONEY DOWN—NOT ONE DOLLAR.

DO YOU PAY TILL YOU EAT WITH YOUR TEETH. SOMETHING NEW! TEETH BETTER THAN NATURE GAVE YOU A CENTURY IN ADVANCE OF OTHER METHODS!

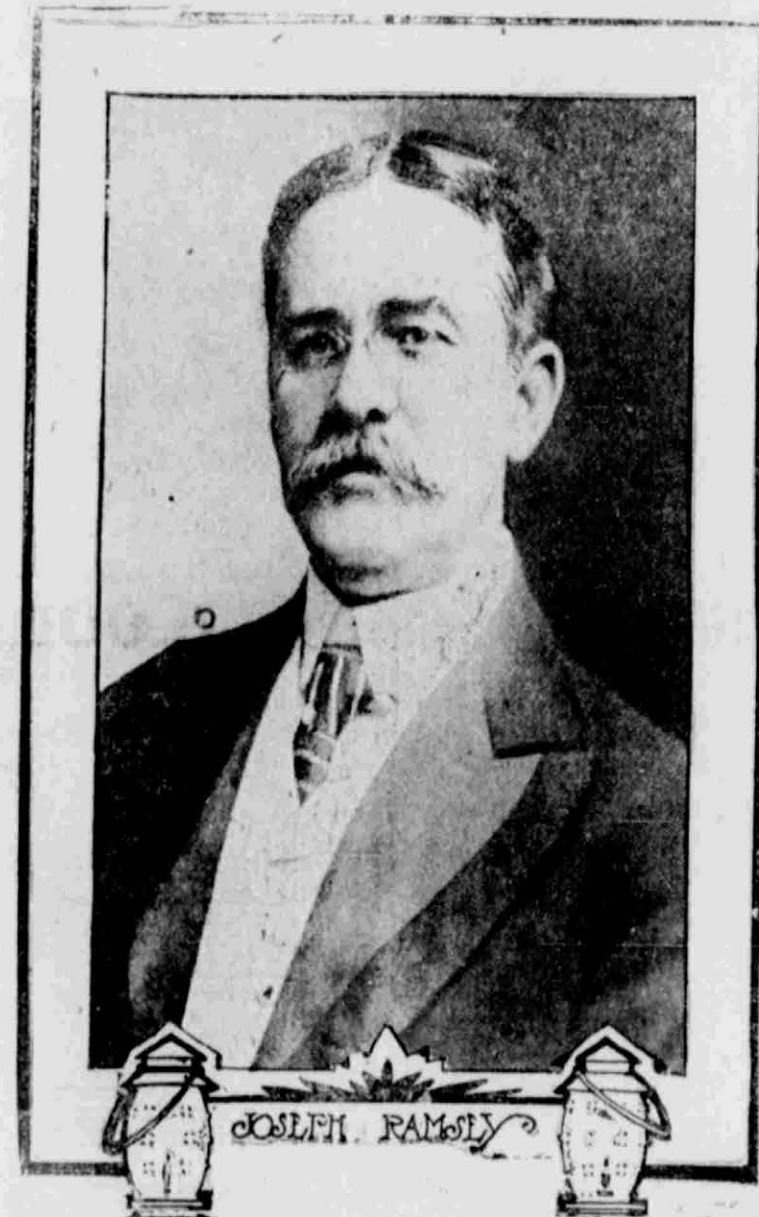


Best Teeth \$7

Full Set Teeth, \$4
Gold Crowns, 3 to 5
Gold Fillings, 1.50
Bridge work \$5 to 7
Platinum Fillings, 60c

We are specialists in crown and bridge work and painless extraction.

AMERICAN DENTAL ROOMS, 150 SOUTH MAIN STREET.
WILL S. FOX, Manager. Over Western Union Tel. Office. Ind. Phone 969



RAMSEY MAY SUCCEED CASSATT IN PENNSYLVANIA R. R.

Joseph Ramsey, Jr., formerly president of the Wabash Railroad company, is being talked of as a probable successor to A. J. Cassatt, president of the Pennsylvania. Mr. Cassatt, despite the assurances that he will be held blameless by the Interstate commerce commission in its investigation of the relations between the railroad and the coal companies, will retire, it is said, from the head of the railroad.

WE HAVE YOUR SIZE!

REX

THE REASON ON THE SIDE.

We buy direct from one of the biggest and best shoe factories, allowing them to make up certain lines in immense quantities when times are slack at practically cost of production.

Two thousand pairs of these low shoes are now here and to give added proof of our superior buying and selling facilities we now offer actual \$3.50 and \$4 women's oxfords at \$2.85.

These shoes are made in a superior way by the hand sewed welt or turn process and would readily sell in the regular way in ordinary lots at regular prices. But we are out for bigger business, hence the price. Remember these facts. These oxfords combine in the highest degree, fashion, fit and service. Every pair (patents excepted) guarantees to give perfect satisfaction.

READ THE REASON ON THE SIDE.

Yours Shoely,

Hirschman's, The Shoe People,

106 S. Main.