

OREGON OAK AX HELVES.

A package of these very fine oak ax helves among the freight on the Cascade boat, a few days ago, marked for Goldendale, led to a discussion with one of Portland's most enterprising furniture manufacturers respecting the value of this kind of timber. Its fine grain and rich color, and smooth finish, its toughness and strength and tension all stamp it as first-class timber. His purpose is to make one or more oak sets to test the market and introduce the style. Oregon and Washington ash and maple have already won a fair fame in house finishing and furnishing. An arrest has been put upon the wholesale destruction of ash and maple forests for wood, or merely to clear the land. This lumber is worth \$40 and \$50 per M for furniture. Its value in furniture is five times that sum—\$200 to \$250 per thousand feet. This is the value which manufacture adds to our raw materials. Seventy-five per cent is what we pay for the labor of others, when we import such house furnishings. Those who use our own raw lumber and work it up add this sum to the current wealth of the community. They employ the artisan and assure him the support of his family. They invite him to come and make his home among us, and make it possible for him to do so. They give his children a chance to learn trades and be industrious. They so far abate the hoodlum evil. They promote a healthy social condition. They add a large per cent. of value to our forests and give help and hope to the owners. They make a home market for produce, and thus aid the farmer, orchardist and gardener. Town and country already begin to thrive from such manufactures. Oak as furniture lumber will add perhaps ten or even twenty per cent. more to the value of these productive enterprises. The huge trunks and limbs of the older oaks, found in Marion, Washington, Yamhill, Polk, Benton, Linn and Lane counties, can be wrought by machinery into fine and durable furniture. The rich grain of the wood will reveal perhaps as many varieties as the ash.

OAK CHAIRS.

These are imported at large cost. Twenty-five hundred dollars a month are now paid by importers of these oak-frame, cane-seated chairs. Our grub oak is better than that in the imported chairs. It only needs skill and machinery to supply the home market and to become an export.

OAK SPOKES AND FELLOES.

Carriage makers admit that selected Oregon oak is equal in toughness and strength to eastern oak, but it is not much used in their business, because it is not fitted by machinery for use.

Hand-made spokes and felloes and helves cannot compete with those turned out from eastern shops. This excludes Oregon oak makes it marketable only for wood. Thousands of acres of these thrifty grub oaks are annually cleared to raise more wheat; but the oaks will be worth more standing than the wheat, as the black walnut forests of Indiana and Illinois would now be worth more than all the crops raised on those lands. This waste of timber is an evil without a remedy. Once destroyed it is gone forever. New England has been stripped of its white pine forests, and now its lumbermen search the Canadas for supplies. Its massive oaks for shipbuilding are also gone for the most part. Its smaller forests are fading away but the manufacturer turns these into gold, making from a few trees a large income. This is the true method for our manufacturers. *Rev G. H. Atkinson in Oregonian.*

THE PUGET SOUND LUMBER MILLS.

The gigantic forests of Puget Sound have fed for more than a quarter of a century ravenous saws, and filled hundreds of ships and still the hum goes on, still the teeth of steel sink into the trunks of huge trees which have been dragged from valley and mountain slope in answer to the insatiable demand of man, and still ships laden with the spoil outride wave and tempest, and bear the products of the forests of Washington Territory into foreign ports. In a financial point of view

THE LUMBERING INTERESTS

Of the Sound are vast; in a commercial view these interests reach to the ports of China, Mexico, California and the islands of the sea; in a local view they hold out the banner of welcome to sturdy, honest labor and build hundreds of homes. A description of one of these bustling, noisy, milling ports suffices for a description, with slight variation in detail, of all. Each one is pervaded by the busy hum of industry; each has its mammoth mountain of sawdust in the foreground, its straggling piles of unsightly slabs, its huge piles of various kinds of lumber, its great

BOOM OF DRIPPING LOGS.

Its ships loading at the wharves, its new vessels upon the stocks, while over each and all floats the resinous odor of new lumber and the eternal din of the remorseless saws as they devour with noisy gusto huge relics of the forest primeval. Three hundred thousand feet per day is the record which the Port Ludlow mill will reach when the new building is completed. The Puget Mill Company here expect to realize the proud boast of having the largest saw mill in the world. The work of putting in the foundation for this structure, building wharves, etc., is going on. In the shipyard, a handsome pilot schooner

just ready to launch, a beautiful pleasure yacht approaching completion, and the

KEEL OF A BARKENTINE,

140 feet long, recently laid, indicate the industries in this line. The force of men employed has a wide range. The sturdy axemen who locate camps in the depth of the forest and fell trees throughout dripping gloom of a northwest winter; the teamsters who drag the unwieldy trunks to the water side, the raftsmen who steer the logs down over rapids and through tortuous channels to the waters of the Sound, and thence by easier sailing until safely secured in the

BOOM AT THE MILL;

The men with pitch begrimed hands and garments who bring them in reach of the saws and gauge and convert them into lumber; the hands that bear this into the yards and load it into vessels, and the crews that work these last over stormy seas to destined ports, all bear their share in the prosecution of this vast and important industry, while over all the financial wisdom, that establishes and directs these varied movements, towers, making for itself a competence while giving employment to hundreds who can only labor when directed by a sagacity more penetrating than their own. The

CHIEF DANGER

In filling the wholesale lumber demand is that the forests of Western Washington will be swept from the face of the earth. A contemplation of the inroads made upon them during a third of a century suffices to foreshadow the fate that awaits them if greed does not give place to a wisdom that would stay its rapacity.—*Olympia Standard.*

BETWEEN A MARRIED COUPLE.

"Take me to 'o the opera to-night, dear."

"I am afraid I can't, pet."

"Why not, love?"

"I'd rather not, sweet."

"But why not, darling?"

"Because I can't afford it, precious."

"Why can't you afford it, Mr. Smith?"

"Because it costs too much, Mrs. Smith."

"Costs too much! Why the Browns and Joneses go ever so many times a week, man."

"The Browns and Joneses are fools, then, woman."

"You needn't be more common than you can help, sir."

"I don't mean to be, ma'am."

"If you won't take me, I'll go all the same, husband."

"I think not, wife."

Here they found they could call one another nothing worse, so dropped the subject.

A three-cent stamp becomes a sent stamp after you have mailed your letter.