

MANUFACTURES.

The Dallas flouring mills were destroyed by fire June 29; loss, \$10,000.

The mills at Corvallis, Oregon, are being fitted up with machinery for the gradual reduction process, at an expense of \$10,000.

The leading men of Puyallup valley are organizing a company with a capital stock of \$16,000, for the purpose of manufacturing tubs, casks, buckets and wooden ware generally. The requisite material exists there in abundance, and the facilities for manufacturing and shipping are excellent.

New Tacoma is to have a broom factory in good running order before the first of September. The machinery for starting the enterprise will cost \$2,000, but the capacity will be increased as soon as the business becomes well established. At present the broom corn will be imported from California, but native product will be used as quickly as the farmers in the sections adapted to its growth see the advantages of cultivating it.

The Mattulath Manufacturing Co. employ 140 men in their factory at Seattle and turn out 3,000 barrels per day. Three-fourths of these are made of cottonwood and are used for packing sugar, flour, lime, etc., while the balance are of fir and are used for fish, beef, pork, skins, furs, etc. The demand for barrels has increased to such an extent that a double force will soon be put on and the factory will then be run to its full capacity night and day.

The five lime kilns on San Juan island give employment to about seventy men. The great drawback to this industry is the difficulty of obtaining barrels. The cottonwood barrels manufactured on the sound are not suitable for lime, cedar being far preferable. As there is a great abundance of that material to be had, it would seem as though some enterprising man would find it profitable to start a cedar barrel factory and aid the development of this industry.

The Salem foundry and stove works now being constructed at the penitentiary will be an enterprise of considerable magnitude. A new building 166x227 feet is now being erected, to be divided into pattern, moulding and nickel-plating rooms, and a large warehouse is also being constructed. The old building will be occupied by the machine shops. Goldsmith, Lowenberg & Co., the proprietors, have contracted for the convict labor for ten years, and expect to manufacture from two to three carloads of stoves daily.

The Seattle *Post-Intelligencer* thus speaks of an industry that may be added to those already prospering in this land of timber: "A new industry is being inaugurated in the east, which ere long will receive wide spread notice; We refer to the process of consolidating loose and bulky materials, such as bran, middlings, ground feed, meal, sawdust, shavings, coal dust, etc., into blocks for export, by means of the steam hammer. Bran is compressed from 172 cubic feet representing a ton of 2,240 pounds to 34 cubic feet, middlings from 86 to 32, ground feed the same and meal from 64 to 37. Coal dust in the same manner is compressed from 44 to 28 cubic feet per ton, shavings from 896 to 37 and pine sawdust from 448 to 34. In this latter material, which is a

nuisance about every lumber mill on Puget sound, lies perhaps the germ of wealth to some enterprising persons. Sawdust in ordinary lumber cutting represents from 20 to 30 per cent. of the log measurement, amounting annually to a vast amount of now worse than useless material. Fuel is now manufactured from yellow and white pine sawdust and sold for steam purposes in Chicago at \$3.25 per ton, at a cost of 70 cents per ton on board vessels or cars at place of manufacture. The material can be compressed into blocks of any convenient weight and size, which have the merit of being clinkerless and almost without smoke and ashes. For domestic purposes they are claimed to be superior to coal. The sawdust is heated just enough to start the resin and then compressed, making a block far harder than the original wood. It can be manufactured into oblong blocks, occupying the least possible space and transported even cheaper than coal. Some time, if what is claimed for this process be true, a profitable trade in this material will spring up with localities where fuel is scarce and high. If a fuel can be laid upon the dock at San Francisco a ton of which is equivalent to a cord of wood, at say \$5 per ton, it is very clear there is a wide margin for profit. Certainly the matter is worth investigation.

LUMBER.

The saw mill of the Clatsop Mill Co. was destroyed in the conflagration at Astoria on the second of July.

A small mill to cut 12,000 feet per day has just been completed on the Clatskanie, in Columbia county, Oregon, by the Columbia Flume and Lumber Co. Work is progressing rapidly on the flume that is to convey the lumber to tide water.

The Montana Improvement Co., has been organized to go into the lumber business on a gigantic scale. The *Deer Lodge New Northwest* thus outlines the project: "It is a well known fact that almost from Missoula to Pend d'Oreille lake, a distance of 250 miles, the Northern Pacific traverses the most magnificent belt of white and yellow pine, fir, cedar and tamarac there is between Minnesota and Puget sound. Even this side of Missoula as far as McCarty's bridge there are fine forests. Each alternate section of this timber land on a belt eighty miles wide belongs to the Northern Pacific company. There has therefore been organized and incorporated recently what is known as the Montana Improvement Company, with a capital stock of \$2,000,000, and this company has made a contract with the N. P. company running for twenty years. The Improvement company agrees to cut and keep an adequate quantity of lumber on the line of the road in the forest to supply all demands for lumber at every principal point between The Dalles and Miles City, to establish and maintain lumber yards at all those places, and to protect so far as possible the railroad company's lands from spoliation of fires. The railroad company is to be paid stumpage for all timber cut and reserves the absolute right to limit and control the amount to be cut. It has also the option to haul and store at the selling points selected at its own time and convenience, thus enabling it to utilize empty cars and light trains in transit without interfering with the regular traffic. This will enable transportation

at immensely less rates and is advantageous to both companies. The eight mills recently employed in sawing ties, timbers, etc., for the construction of the N. P. road, are already nearly all at work cutting lumber for this enterprise. They have already about six million feet cut, stacked and seasoning, and are adding to the quantity 250,000 feet a day. About 175 to 200 men will be employed by the company.

The lumber industry of Puget sound has reached a point of development which must command attention. There will be cut in Washington Territory, during the present year, 5,000,000 feet of lumber. This product is distributed, as nearly as can be estimated, as follows:

Exports to California.....	250,000,000
" foreign ports.....	80,000,000
Home consumption.....	170,000,000

This vast product represents in round numbers a value on the wharves ready for shipment or at local mills ready for delivery, of \$12 per thousand, or an aggregate of \$6,000,000, which is net revenue to the territory from this one industry. The 330,000,000 feet exported require the services of a goodly number of vessels. Taking all classes of craft on which lumber is exported the average cargo is about 500,000 feet, which would make necessary the shipment of 660 cargoes. Another and the most notable feature, one which more than any other evidences the rapid settlement of the territory adjacent to Puget sound, and the cities and villages situate thereon, is the item of home consumption. The lumber for export is mainly cut by seven large mills on the sound. That for home consumption employs as many as forty smaller ones, with a daily output of from 2,500 to 75,000 feet each, and an average of about 12,000 feet. These mills are constantly crowded with orders. Builders are forced to wait their turn, and there is no evidence of a falling off in the demand. The amount of improvements this large quantity of lumber represents in buildings of various classes, wharves, sidewalks, railroad ties, etc., etc., is an evidence of prosperity conclusive and incontrovertible. Within the city limits of Seattle there is being cut at this writing an average of 160,000 feet per day, and within thirty days this capacity will be increased to 200,000 feet per day. All this lumber is used here, and the demand is still greatly in advance of the supply. The prospective magnitude of the lumber interest of northwestern Washington is as yet hardly realized. It is to be the most potent factor in the growth and production of permanent wealth to our people. From Puget sound ten years hence the exports of lumber direct to foreign ports will exceed those of the balance of the Pacific coast. We shall ship to every known port and the flags of every nation will be seen floating at mast heads in our harbors. The interior will also demand attention and our home consumption should and will double every year. We shall be prepared and will furnish our brethren east of the Cascades and on the line of the Northern Pacific railroad as far east as the demand may reach, houses made of the finest of pine, cedar and fir, framed, fitted and ready for immediate erection, put up in packages and shipped to destination for less money and of better class than they can be built upon the ground, saving freight, wastage and time to our eastern customers and creating for ourselves an industry of illimitable extent and undoubted stability.—*Post Intelligencer*.