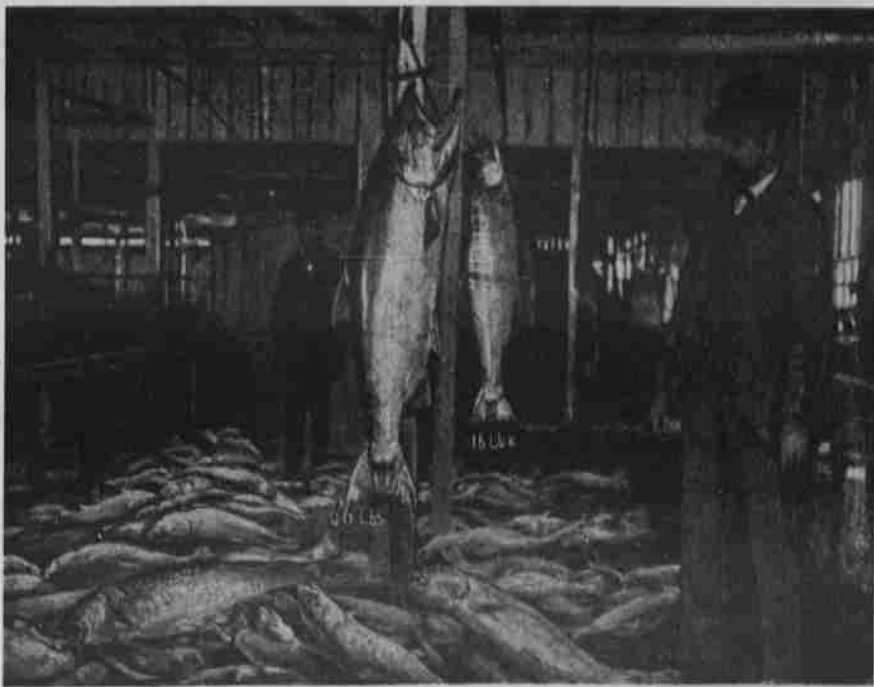


diameter, its height being readily estimated by comparing it with the man standing by it. Such trees grow to the height of from 200 to 300 feet, the fir being taller and tapering more gradually than the cedar. A cargo of lumber was recently shipped from Puget sound containing 809,000 feet, one-half of which was timbers ranging from 16x16 to 24x24 inches thick and from sixty-five to 120 feet in length. Some giant timbers, cut and squared, will be sent from this region to the world's fair, to open the eyes of lumbermen from other states to the nature of the products of our forests and capacity of our mills. The seat of greatest activity is along the bays on the coast, such as Coquille river, Coos bay, Alsea river, Yaquina bay, Tillamook bay, Columbia river, Shoalwater bay, Gray's harbor and Puget sound. Saw mills range in capacity from 50,000 to 200,000 feet per day, though there are a number still greater, and three that approximate 500,000 feet daily, two of them on Puget sound and one on the Willamette.

The predominating timber in the coast region is fir, formerly known as Oregon pine, but now generally spoken of as Oregon fir, or Puget sound fir. It has been found to be far superior for bridge timbers, railroad ties, ship timbers, masts, spars, etc., to eastern pine, as it is tougher and more durable. It is now in great demand for railroad and ship building. The next most extensive timber is the red cedar, which is used for finishing lumber, and from which many millions of shingles are cut annually. In Southern Oregon is the sugar pine, a splendid timber for house work and finishing; also, the Port Orford cedar, a beautiful white cedar in much demand. Spruce is also found in considerable quantity along the coast. Other varieties of coniferous trees are found, but not in great quantity. Maple, oak, ash, cottonwood, laurel, chittimwood and alder are the most valuable hard woods found in quantity. Lumber is shipped to all the Pacific ports of North, Central and South America, the Sandwich islands, Japan, China, New Zealand and Australia, and special lots have been sent around the Horn to Atlantic ports of America and Europe. When the Nicaragua canal is finished, shipping lumber to Atlantic ports will become a great industry. By rail it is sent throughout the entire country west of the Missouri river. The Blue mountains, in Eastern Oregon, the Bitter Root, Coeur d'Alene and Salmon river mountains, in Idaho, the mountainous region in the northern portion of Eastern Washington, and the mountains of Western Montana contain great bodies of valuable timber, the fir predominating. Saw mills are scattered through this great area, sawing lumber

for the local markets, though some of them are shipping considerable quantities further east. It is from these forests the mines of that region draw the immense quantities of timber necessary in their operations. Butte City, large as it is, has a great deal more timber in its mines underground than in its buildings on the surface. There has been great activity the past few years in securing timber lands in the northwest, and the best lands of easy access from present transportation lines have nearly all been taken up. There are, however, millions of acres not now so favorably situated not yet taken, but which the rapid construction of new railroad lines will soon render accessible.

One of the most profitable industries, and one that is growing in importance yearly, is that of hop culture. The climate is conducive to a luxuriant growth, and the rich, alluvial soil of the river bottoms produces a most prolific yield of large and perfect hops. The vines are free from insect pests and other of the enemies of the hop known in eastern yards, and the picking season, in September, is usually favorable for a rapid and safe harvesting of the crop. Hops were first raised in the Puyallup valley,



1. STACKING WHEAT FOR SHIPMENT.

2. RECEIVING BIN IN AN OREGON SALMON CANNERY.

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