

SOME PHASES OF INDUSTRIAL GROWTH IN THE STATE OF OREGON

TIMBER LANDS IN GROWING DEMAND

Lively Movement in Which the Best Lumber Tracts Are Secured.

NEW MILLS ARE BUILDING

Increase of Lumber Manufacturing and Tremendous Market Opened Resulting in Establishment of Many Industries.

At the present rate not many tracts of Oregon timber will be left in the hands of those who now claim title to them at the close of 1905. Each week, almost each day, sees fresh sales consummated, and this at prices far beyond those of a year or two ago. Generally speaking purchases are made for investment, not for early use. The most notable exception is in case of the Weyerhaeuser syndicate, who propose at an early date to erect a large mill on their recent purchases in the Klamath Lake region. The timber on the 30,000 acres they have there just bought will keep such a mill busy for several years. At only 5,000,000 feet to the quarter section the 30,000 acres will yield the new owners \$27,500,000 feet. The chances are that on this particular tract the output will exceed the 2,000,000 to the quarter section estimated.

There seems to be doubt as to the location of the new mill, though Klamath Falls with the facilities offered by the lake, offers too many advantages to pass by. It will easily be that the number of 2000 to 3000 persons to be dependent on this enterprise when the start has been made will be exceeded. Doubtless this is one of many attractions for building the Natron-Klamath road.

Cutting Union County Timber.

In the Union Republican we read of another new enterprise in this industry as follows:

"The Zeek sawmill 21 miles above Union, on Catherine Creek, was sold Monday to an Idaho syndicate, who will at once begin extensive operations and will run the mill the year around, starting up on the 15th. A contract has been made for 600,000 feet logs to E. O. Zeek, and as many more as he can put in by March 1. Ground has been secured opposite the Stoddard planer for a sawmill, which will be in operation as soon as it can be assembled. The capital stock of the new company will be \$100,000, and articles of incorporation will be filed soon. It is hinted that a railroad up the creek may be the next step toward tapping the immense timber belt tributary to Union."

Sash and Door Factory.

The Madras Pioneer prints the following, the timber tract in question lying from 10 to 15 miles north of Prineville.

"John Hergen, president of the Great Western Lumber Company, which owns a large mill and numerous acres of pine and fir timber about 15 miles south of Ashwood, is purchasing a tract of timber on the Willamette valley. The Great Western is probably the largest lumber company operating in this county, the company being composed chiefly of native men. Their mill was only recently started up. Some time ago it was announced by Mr. Hergen that as soon as arrangements could be perfected, a sash and door factory would also be installed, and from which they expect to supply the great demand in Central Oregon for these articles."

ONE OMISSION AFFECTS ALL

Necessity of Concerted Action to Produce Clean Fruit.

Can anyone who reads the next two clippings, and who knows anything of orchard conditions in the Willamette Valley, forbear from a smile? Here are two adjoining counties on the West Side, Polk and Yamhill. In the first the County Inspector arranged a two days' fruit-growers' congress. Learned professors are to be on hand, with recipes and instructions,



A YOUNG OREGON ORCHARD.

for the purpose of closing down the shingle mills of the Northwest in order to curtail the output, that the shingle market would not be flooded with the product at the season when there was the least consumption, and to hold the surplus product over until the Spring, when the demand is better. All of the mills within the organization have been closed down since December 1. Mr. Bass has hopes of inducing the Portland millmen to enter the combination. He has succeeded in getting them to agree to close down so far as the Eastern market is concerned, but they will continue to run to supply the California trade.

"The closing of the Washington mills," continued Mr. Bass, "has had the effect of raising the price of clear shingles 20 cents, and stars 25 cents. In the last two weeks, clears are now selling at \$1.35 and stars at \$1.50. It is likely that clears will reach \$1.50 at least."

Big Tie Contract.

The Matolas is one of the rapid streams falling into the Deschutes. The timber tributary to it is both fine and abundant. But either the millmen or the reporter may possibly have added a couple of eiphers to the total of the contract referred to—a trifling error, of course.

"E. Allingham was in from his sawmill on the Matolas the first of the week," says the Prineville Review. "Mr. Allingham says the Great Southern Railway Company has awarded him a contract for 2,000,000 ties, which are to be delivered at the Deschutes at the point where the prospective road will cross that stream. This looks like business."

"Ties for 57 miles of track might tax the resources of that mill.

Notice has been taken previously of the initiative—by the court of Lane County in ascertaining the timber resources that should, hereafter, be added to property available for taxation. The item which follows is suggestive.

"Two timber cruisers, Edwards and Roberts, who were engaged by the County Court to cruise and place an estimate on Lane County timber lands, have just completed their task after several months' work. They find 1248 sections of timber land of sufficient value to cruise and received \$4 a section for their work."

If other Oregon counties follow this lead the aggregate will astonish the state.

DELIGHTFUL NEWPORT.

Delightful Weather at This Popular Pacific Coast Resort.

Delightful in every particular is the weather at Newport, and the Southern Pacific and the Corvallis & Eastern railroads give the full return of the weather at Newport. Particulars by asking at Third and Washington streets, Portland.

NEW IN IRRIGATION

Some Ideas Evolved to Aid Oregon Industry.

WATER POWER INVENTION

Union County Canal Enterprise Involves Great Possibilities—East Umatilla Water-Users Form Association as Required.

Union County is proceeding to develop its resources at a rapid rate, and in no direction with greater certainty of success than in irrigation. The Baker City Democrat says: "The incorporators are Walker M. Pierce, C. H. Crawford and T. R. Berry. The object is to secure water to the extent of 10,000 inches for irrigating purposes in Grand Ronde. The water is to be secured from Minam River by means of canals, conduits, pipe lines, etc."

From Elgin is received the following: "The Grand Ronde Electric Company is contemplating the installation of a \$14,000 pumping plant on the Grand Ronde River, near Imbler, which will place about 7000 acres under irrigation. The contemplated plant will consist of 200-horse power electric motor and 200 of 200 inches of water during the irrigating season. The sub-irrigation and rainfall in this part of the valley are not of sufficient force to make the sugar-beet industry a decided success."

An instance of co-operative effort which is worthy of special notice and approval is found in the following: "The statement is condensed from a more detailed account in the Elgin Recorder, involving an expenditure of about \$20,000. When completed the total cost will reach nearly \$30,000. We are proceeding slowly as the undertaking involves a considerable outlay. Next year we will work on the remaining two miles, and if not completed by the end of 1906, we will finish it the next year."

East Umatilla Project. Arrangements for the Government project known as the East Umatilla are proceeding rapidly. The East Oregonian gives the following account of the project at Echo, December 9, of the water users whose assent and conjoint action is necessary to comply with the requirements laid down by Secretary Hitchcock. The necessary bylaws and resolutions were adopted and sent on for the Secretary's approval. Having been framed and signed under the eye of John W. Dyer, Government Irrigation Engineer, it may be assumed that all necessary formalities have been complied with, and that in due course and at an early date construction will be entered upon.

It is generally known now that all private owners of land within the bounds of the Government's project have surrendered their holdings down to 160 acres of land for each individual. The report concludes as follows: "Six irrigation companies, already organized and now working in that vicinity, will be affected by the East Umatilla Government project, as follows: The Furnish Ditch Company, which is now rapidly completing a main canal, will be affected to the extent of about 2500 acres; Cold Springs Ditch Company, Belle Ditch Company, Maxwell Ditch Company, Brownell Ditch Company, and the Three-Mile Falls Ditch Company. The six companies interested now have about 25 miles of main ditches already built and about 15 miles more projected. About 30,000 acres of land will be irrigated by these ditch companies, all of which have signified their willingness to come under the Government regulations if satisfactory arrangements can be made. An effort will be made to secure a test of winter irrigation along the main Government canal in the hilly district west of Foster."

New Water Power.

Many devices have been invented for utilizing the current of a river for developing power. On historic rivers of Europe floating flour mills have been in use for centuries, moored across the current, and grinding away. In this country variations of wheels set horizontally or perpendicularly, have been tried, and some have succeeded. If that success can be demonstrated on a practical working scale, after the model has satisfied the inventor and

his friends, there is a future for such machines, both in Oregon and elsewhere. The description of the most recent one, to be soon practically tried, is as follows. The inventor is I. S. Mathews, and the paper states that the test will be made at the mouth of the Deschutes. The description follows: "He is now engaged in putting in the wheel, which is a drum five feet in diameter and six feet long and will float on top of the water. It draws up three feet of water and is said to be able to generate 19 horse power. It will be anchored in the stream by cables attached to the shore and will raise and lower with the rise or fall of the stream and is, therefore, non-destructible by high water or freshets which have always destroyed the stationary wheels used in Oregon streams. The drum is air-tight and buoyant and is equipped with paddles or wings which open as the wheel turns, in time to be caught by the current, thus generating enormous power with a small surface. The wheel is made of iron and weighs but 1600 pounds, including the frames and attachments. The main shaft is equipped for the attachment of knuckle joints by which power may be transmitted to any kind of a pump or other machinery on the shore, and it is said to be the first wheel ever patented which was intended to float on the surface of a stream.

Cost Is Slight.

"The wheel will pump 3000 gallons of water per hour with a No. 4 pump and its capacity is even greater than this with a larger pump. It is said that a wheel having a capacity of 100 horse power can be constructed for \$1000. This revolutionizing the question of power on running streams. A strong current is not required to produce power, as the wings unfold and give the wheel almost double its actual diameter." The new wheel completed was built by Baker City Engineering Works.

Block Signals Being Installed on Three Sections of Road.

The O. R. & N. Co. has taken the lead, as promised, in installation of the block system, for the 65 miles between La Grande and Cayuse. It is understood that the 25 miles or thereabouts between Puyallup and Bonville is to be similarly protected, and as soon as this work is completed the stretch of road through the Burnt River Canyon will be taken in hand. Description of the apparatus follows. It will be seen that the automatic arrangements are far in advance of the old plan, which involved the erection of a signal-house wherever one unit of the system met the next one, wherein a signalman kept constant watch and was responsible for passage of trains on to the section under his charge.

"A separate system of electric wires consisting of three and five heavy wires carries the electric current from the power station to the various storage batteries along the line. The signals are so arranged that they protect the trains from head-on collisions as well as from collisions from the rear. The night lamps on the signals burn for eight days and nights, and are attended by employes where duty it is to keep the apparatus in working order. As long as a train is in one of the blocks, another train, approaching from either direction, cannot enter that block, thus preventing collisions of any kind. If the signals are obeyed, the wheels of the cars or engine and the arms of the signals remain in an elevated position or at the 'danger' position, as it is called by railroad men, as long as the wheels are in contact with it.

"When the train leaves the block, the pressure of the wheels on the apparatus releases the arm and it falls down to

HAY CROP ABUNDANT

Feeding of Stock for Market Generally Pays Well.

OREGON HAS ADVANTAGES

Experience in Other States and Abroad Contains Pertinent Suggestions for Farmers in the Willamette Valley.

County stockman is that buyers there are offering \$30, and no more, for good steers. The Baker City packing-house is getting ready for business fast. How long will it be before Portland follows this lead? If Willamette Valley farmers increase the number of fat cattle as they should, it would be a great inducement.

"The big packing plant of the Baker City Packing Company three miles north of this city, is rapidly nearing completion, and as soon as the steam hoist is in place killing of cattle, hogs, etc., will begin."

Considering current prices for creamery butter, addition to the number of modern creameries should be welcome. Dayton is to be congratulated.

"The creamery building has been completed, and the machinery all installed. A test was made, and everything worked like a charm, everything being done automatically in action. The building and machinery have been accepted by the company, and as soon as a competent man is secured, the creamery will start up. It is one of the most up-to-date institutions of the kind in the country."

More Crop Diversity.

In the old country, grades of barley not desirable for malting purposes are always ground for feed to finish off the hogs. With the prices paid in these markets for malting barley, it is strange that more is not raised. The high-priced English malting barley, wheat, barley, oats and clover, or some other desirable forage plant, beet or Swede turnips. Perhaps Dr. Withycombe might try the former, and something along this line. The Valley farmer will have to make up his mind to expend more labor (his own or some other man's) on the cropping of his farm, than was the custom in the good old days now rapidly passing into history.

"Julius Roesch, proprietor of the La Grande brewery, estimates that he consumes fully one-third of the Union County barley crop. This season he purchased 30,000 bushels of the best brewing barley early in the season, paying from 2 1/2 to 3 cents a hundred. He was indeed fortunate, as the price of the poorest feed barley at this time has almost reached that figure," says the La Grande Observer. "A few years back Mr. Roesch made a specialty of shipping considerable malt from this city to inland points as far east as Salt Lake City, and markets of the East have enabled the brewer to obtain more Eastern points, together with cheaper freight rates, to purchase from the Middle West. This had cut off part of the market from the La Grande establishment."

LEADING MUNICIPAL ISSUE

ASHLAND CONSIDERING WATER WORKS PROBLEM.

Albany System Acquired by New Owners and Extensive Betterments Are Projected.

In the Jackson County papers we find several references to the great question pending in the City of Ashland, whether to close with the offer described in this item:

"The Ashland Electric Light Company has offered its plant to the City of Ashland for the cost of the plant and 7 per cent interest, which is figured to be about \$60,000. Included is a 25-year contract with the Condor Water & Power Company, which now furnishes the current to the city."

There seems to be a strong sentiment in favor of joining the ranks of those cities which have made up their minds to face the problems that they may enjoy the advantages of municipal ownership.

On the other hand, we read that Albany is to gain immediate advantage from the recent purchase of the water works of the City of Albany, by the firm of Rhodes, Sinkler & Butcher, of Philadelphia, who have in a few short months become the power to be reckoned with in the city of Albany, Oregon. What they intend doing forthwith is described as follows:

"Rhodes, Sinkler & Butcher, the new owners of the Albany Light & Water Company's plant in Albany, will begin the first improvement in the nature of a filter station for all water used in town, immediately. The city has purchased land near Elkins Falls in the canal, about one mile from Albany, and will construct a large reservoir and filtering station, capable of filtering 150,000 gallons of water per day.

The water used in Albany, except some from the South Santiam River, near Lebanon, is taken from the river in a canal and flows through the prairie miles before reaching Albany. While it is good water, it is not pure, and it becomes more or less impure before reaching Albany, after flowing through fields, pastures, etc., in many instances being contaminated with manure. The arrangement will, it is claimed, give Albany the best water in the Valley, outside of Portland. If the new proprietors of the electric plant are to construct an electric plant at the falls where the reservoir is to be built, sufficient power could be generated from the falls to do away with the town plant. This is a matter being contemplated by the old company."

The opportunity for a first-class power plant at the falls in the canal within less than a mile from the city is unique, and heretofore but partially utilized. By constructing a flume a mile in length a fall of upward of 20 feet can be developed, utilizing the whole water of the canal. No small opportunity for manufactures for the city and very large profit for the new owners of the canal.

JUDGED BY THEIR WORK.

Electric Roads Prove Genuine when Starting Construction.

Promises are to be followed by performance. On Monday of last week the first shovel of dirt was thrown by Mayor Waters of Salem—a well-deserved honor, recognizing both his official position, and the services he has rendered to the new road of the Willamette Valley Traction Company. The official programme of construction is announced as follows: Salem to Chehaw within three months, Woodburn before Spring is over, and to Portland by 1907. It is further stated that the time between the two cities is to be an hour and a half, and the passenger fare for the round trip not to exceed \$2. A rich and well-developed farming country will receive the marked benefits of frequent and cheap transportation. The cities will gain from the side of markets for fresh and excellent products of the farm, dairy, orchard and truck farm. Suburban limits will be extended and city business people be encouraged to become dwellers in the country.

In Union County it is announced that the surveyors of their new Central electric line are ready for work and that construction will follow closely on the heels of the surveys.

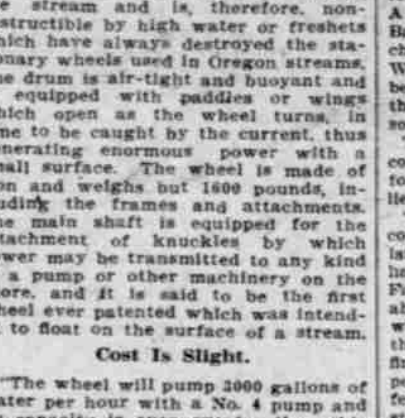
Baker County has caught the infection. We learn from the Democrat that an electric road is proposed as an extension of the Lack street railway in Baker City, whereby the farmers of the Powder River Valley will be connected with that city.

DEVELOPING AN OREGON MINE

wholesaler would get his profit, the retailer would make money, and the consumer would get a price for his steers that would compensate him for his time and expense in producing."

A report just received from a Lincoln

THE NOBLE FIR, AN IDEAL LUMBER TREE.

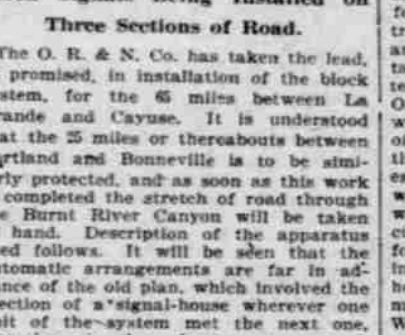


THE NOBLE FIR, AN IDEAL LUMBER TREE.

DEVELOPING AN OREGON MINE

"safety" position, and all trains finding the arms in this position may proceed to perfect safety as it is known that no other train is nearer than two miles, which is the distance each block extends.

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