

MODERN LOGGING METHODS PREVALENT

Waste of Former Years Eliminated in Utilizing Wealth of the Forests.

CHEHALIS COUNTY TIMBER

Mammoth Mills Are Turning Out Great Quantities of Lumber From Land Subsequently Valuable for Agriculture.

ELMA, Wash., Aug. 12.—(Special).—Chehalis County's most important industry today is lumbering, and it promises to continue so for many years to come.

This county has been particularly fortunate in the past in respect to forest fires. The great and disastrous forest fires of four years ago, which swept through the Chehalis valley, have been a thing of the past.

Big logging camps, with crews of 100 men and more in many of them, are day by day sawing down the forests of this county.

From small beginnings great firms have sprung up. A few years ago little capital was required to branch out in the logging business.

The big logging firms now use logging railroads which connect with the main lines and run back into the timber.

The single mills are generally located near a cedar tract, and the shingles, after being kiln-dried, are hauled in wagons to the railroad to be shipped to market.

It is usually customary to cut the mill or float in some way across a creek, on a more convenient process than moving the entire log to the mill.

The price of logs is high. The price of logs is now better than it has ever been before in the history of logging in this country.

The outfit for logging and lumbering in this country is good. While the early logging was carried on in a wasteful and destructive manner, the lumbermen of today are not leaving much behind them.

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very good quality. This is about three weeks earlier for celery than usual. J. H. Hale is the pioneer celery grower of this county.

Speculations as to Object of O. R. & N. Engineering Party.

LA GRANDE, Or., Aug. 12.—(Special).—A party of O. R. & N. engineers began work last week to survey a continuation of the line from the mouth of the Wallowa River down the Grand Ronde to Lewiston.

Perhaps it is a necessary part of a plan to complete a water-grade route between the upper country and Portland.

When the line of track is complete from Elgin to the junction of the Wallowa, and from Lewiston to Riparia, there remains but about 60 miles to complete a water level system for nearly this entire Eastern country.

Railroad men think the latter plan the object of the company and within two weeks they expect to provide power for lighting where it is wanted.

The canal will take the water through a deep canyon. Its head is in section 33, township 3 south, range 42 east.

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PLAN TO IRRIGATE Extensive System Projected for Grand Ronde.

COMPANIES ARE FORMED Preliminary Survey Has Been Completed—Engineers Are Now Obtaining Final Data—Hope Soon to Begin Work.

LA GRANDE, Or., Aug. 12.—(Special).—Two big irrigation systems, which will cover the entire Grand Ronde and Indian valleys and a portion of land in Wallowa County, are being projected by local companies.

The organization to be known as the Grand Ronde Water Company, a corporation which will promote a \$2,000,000 irrigation project and besides furnishing water for irrigation on a large scale, the company expect to provide power for lighting where it is wanted.

The canal will take the water through a deep canyon. Its head is in section 33, township 3 south, range 42 east.

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was evident that they were very much in earnest about the whole matter. F. H. McDermott, vice-president of the Commercial Club, called the meeting to order and stated the object.

Mr. Slater followed his address with a motion to the effect that the secretary of the Colville Commercial Club be authorized to address an invitation to each commercial club, organized city or town and unorganized communities in the county, to send at least three of their citizens to meet with a like number from the Colville Commercial Club in the courthouse at Colville, on August 25, to devise ways and means whereby the order setting aside the territory now embraced within the proposed forest reserve in Stevens County, may be either rescinded or modified.

An amendment was proposed by G. E. Ide, extending the invitation to the Chamber of Commerce and to the 150,000 Club of Spokane. The amendment was accepted and a portion of land in Wallowa County, are being projected by local companies.

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CROP FORECAST OF THE O. R. & N.

Company Reports Good Yield, Although Below Average, Along Its Lines.

FIGURES OF R. B. MILLER

Usual Crop in the Great Palouse Wheat Belt Which Will Largely Offset the Shortage in Other Sections.

Indications for the wheat yield of the territory contiguous to the O. R. & N. lines are that it will be slightly below the average crop. However, there seems to be little foundation for so discouraging reports as have been widely circulated and taken in all the crop prospects are very good.

The reports about the poor yield of the wheat have been exaggerated and the grain men are taking a very hopeful view of conditions, according to forecasts which have been prepared by the Hartman lines.

There will be enough wheat harvest to prevent Portland from being displaced as the greatest grain shipping port in the United States and the prosperity of the Eastern Oregon and Eastern Washington farmers will be continued. Of course there will not be as much wheat harvested as in some years, but it will not be greatly below the average yield.

R. B. Miller, general freight agent of the O. R. & N. lines, receives daily telegraphic reports relative to the condition of the wheat in all parts of the territory served by the road which he represents. These reports are made as accurate as possible because the transportation company depends upon them in its plans to move the crop.

Mr. Miller has received word that there will be about an average crop in the great Palouse district. As this is one of the largest of the wheat-producing sections of the Northwest the yield there will do much to offset the shortage in other sections of the grain belt.

The crop in the Palouse country is not expected to fall below that of last year. There will be a decrease in some sections of that productive district but in other places there will be a large increase which leads experts to believe the yield this year will be about as large as last year.

Indications of the yield in other parts of the Northwest, and especially in the Snake River valley, are as follows: In the Snake River valley there will be about a 25 per cent increase over the average crop. This is the only material increase noted in any one section of the wheat belt.

In Umatilla County the yield will be about the same as last year. In the Columbia Southern there will be a decrease of about 50 per cent in the Snake River country the yield will be about the same as last year. There will be a slight decrease in Whitman County and Garfield County, but this will be offset by the decided increase in Astoria County.

The above estimates are based upon the conditions as they now appear but they may be changed somewhat by later developments. Hauling wheat will begin in about ten days in certain localities, but not in all sections.

A MODEL HIGHWAY. Government is Constructing It at Salem—Exhibit at State Fair.

SALEM, Or., Aug. 12.—(Special).—Visitors to the Oregon State Fair next month will have an opportunity to see a model macadamized highway in all stages of construction. Under the supervision of the State Highway Commission, a model highway is being constructed in the vicinity of Salem.

Along the Columbia Southern there will be a decrease of about 50 per cent in the Snake River country the yield will be about the same as last year. There will be a slight decrease in Whitman County and Garfield County, but this will be offset by the decided increase in Astoria County.

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provision of D. G. Haire, an expert in road construction, the United States Government is now building a mile of highway adjacent to the State Fair grounds. About 10 yards of the road have been completed and a quarter of a mile will be finished by the time the fair opens, September 10.

Part of the road now being improved has been gravelled from time to time and this fact will give the visitors a splendid opportunity to compare gravel with crushed rock as a surfacing material. Under horses' hoofs and loaded wagons the gravel would be smooth, jars loose and never makes a solid surface.

The crushed rock is rough and angular and the more it is travelled over the closer and firmer it packs together. Mud works up through gravel in the winter and water soaks down through the gravel instead of running over the surface.

The road sheds water, thus keeping the foundation solid. One of the most important features of the work of improving the road is the rolling process. This is done with a heavy steam roller which follows a sprinkler. While it would seem that sprinkling coarse rock would do little good, such is not the case.

When the first layer of rock is laid, in pieces two inches in diameter, it is sprinkled and rolled and it is found that the sprinkling makes the rock pack together better. A fine layer is spread over the coarse and this is in turn sprinkled and rolled. The rock is then crushed rock, and when this has been sprinkled and thoroughly rolled the surface of the road is even and solid.

The entire thickness of crushed rock is seven inches. It is not necessary to determine the cost of this mile of road, but it is quite certain that it will be more than the cost would ordinarily be for the reason that the work is being carried on during the busy season when men and teams are scarce and wages high. Roads are generally improved at a time of the year when farmers are not so busy. The work is being done now so that the visitors to the Fair may see the road in every stage of construction.

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