

LUMBER CUT OF OREGON REACHES HIGH RECORD FOR STATE IN YEAR JUST ENDED

Seven Hundred Wood-Working Plants, Operating Part or Full Time in 1912, Turn Out 2,500,000,000 Feet—Industry Has Recovered From Slump.

By George M. Cornwall, Editor The Timberman.

THE closing month of the year finds the lumber business of the State of Oregon and the Pacific Northwest in a fairly prosperous condition. The cut of lumber in Oregon may reach 2,500,000,000 feet. This is a high mark. The figures at hand regarding the lumber business of Oregon are interesting and illuminative of the dominant industry of this state and its intimate relationship to its prosperity. The total number of woodworking plants, operating from 28 to 312 days in 1912, aggregated 706.

The lumber business of Oregon and Washington was at its lowest ebb in December of last year. The decline commenced in the summer of 1907, coincident with the memorable anticipated change in the eastbound freight rates, falling to the abnormally low average price of \$9 per thousand feet, mill run, as against \$12 in June, 1907, according to estimates by Manager Miles of the West Coast Lumber Manufacturers' Association. Soon after the opening of the present year the tendency was slightly upward and has continued fairly active.

The cause for the change was attributed primarily to the placing of large orders by the railroads, which had bought very sparingly for the past four years; coincident with the upward trend of general business. The purchase by the railroads gave a stiffening and stimulating tone to the market. Another feature has been the increasing demand for mill material. Thanks to the agricultural colleges—of which the Oregon Agricultural College stands at the head—the farmers in the Middle West and Southwest states have found that the use of silo, providing a feed to their stock during the winter months, was a money-maker. The result of the campaign has been felt by the lumbermen; it has been estimated that nearly 100,000,000 feet of fir lumber will be shipped East from the Coast during the coming season, of which the State of Oregon will contribute its quota.

The foreign trade, despite the extraordinary high charter rates, has been fairly satisfactory. The foreign shipments from Oregon this year will aggregate about 180,000,000 feet; the coastwise shipments about 490,000,000 feet. The rail shipments for Oregon in 1911 equalled 29,870 cars. The shipments for 1912 are not available, but will show an increase over last year. The railroad construction in Oregon, which has been much in evidence for the past two years, penetrated the timber belts and will place nearly every section within the next two years in touch with rail facilities.

The Harriman line to Tillamook has been completed and the extension of the United Railways (Hill property) from its present terminus in Washington County to Tillamook Bay, is contemplated. The completion of the Deschutes line (Hill and Harriman) into Central Oregon means the active development of the great pine belt in that section, stretching from Bend southward to Klamath Falls, a distance of about 150 miles, with an average width of about 30 miles, which is destined to become one of the great pine producing sections of the West, with Bend as the hub. Klamath Falls, with a very heavy belt of pine timber tributary to it, is rapidly developing as a lumber producer. The extension of the Natom-Klamath cut-off from Eugene, via the South Fork of the Willamette River, will provide a further outlet for the timber of Southeastern Oregon. The contemplated east and west line of the Harriman system, with Ontario, in Malheur County, as its eastern terminus and forming a junction with the Deschutes line south of Bend, will place the great timber belt of the Cascade plateau in easy rail connection with Eastern markets.

The construction of the Harriman branch from Eugene to Coos Bay, via the Siuslaw, with an estimated timber stand of 20,000,000,000 feet tributary to that river, and an equal amount tributary to Coos Bay, will within the next two years provide rail transportation for a very important and as yet undeveloped timber section. An independent line is projected from Cottage Grove to the mouth of the Umpqua River. The control of the Salem, Fair City & West-ern railroad by the Harriman interests, which will doubtless insure an extension of the line in due season into the Silette Basin; other contemplated logging roads to the Nehalem and Willamette near Marshfield on the Columbia River; a projected line from Medford to Crescent City, California, and the extension of the Pacific Coast (Hill line) to Butte Falls, in Jackson County, to a connection with the Deschutes road, practically mean the gridironing of the great timber belts. This must within



Log Drive on Santiam. Scores of Oregon Streams are used to float logs to mill.



Oregon Fir Diameter 12 ft

a few years result in doubling the present output of the state, with its estimated stand of 550,000,000,000 feet—one-sixth of the standing timber of the entire United States. It is well to keep in mind that the development of the state's timber by the Hill and Harriman lines will provide facilities for reaching every section of the timber belt. It is not a very short time, with the exception of the Hill line from Portland to Astoria, the timbered section of Oregon was supplied with transportation solely by the Harriman system. The rapid extension of the Hill and Harriman electric lines through the Willamette Valley, and the further development of the Abasco basin timber by a line now under construction from Silverton, where the logs will be delivered to the Southern Pacific for transportation to Portland, give an interesting conception of the future development of the Willamette Valley timber. The railroads can most materially co-operate in the development of Ore-

gon timber resources, by providing adequate facilities and fair transportation charges. The elimination of the arbitrariness which heretofore applied to shipments originating on the branch lines of the Southern Pacific lines in Oregon, and the competition engendered by the advent of the Hill system, will have a very marked tendency in stimulating an encouraging development of the lumber interests. The further improvement of the Columbia River, the organization of port commissions, and betterment of the ports of Oregon, including Nehalem, Tillamook, Siuslaw, Umpqua, Yaquina, and the contemplated improvement of Coos Bay, Coquille and Port Orford, Alsea Bay, will provide greater water shipping facilities and thus stimulate heavier tonnage movement. The general favorable conditions surrounding the commercial interests of the country give every assurance that the coming year should include the lumber industry of the Northwest in its list of good times.

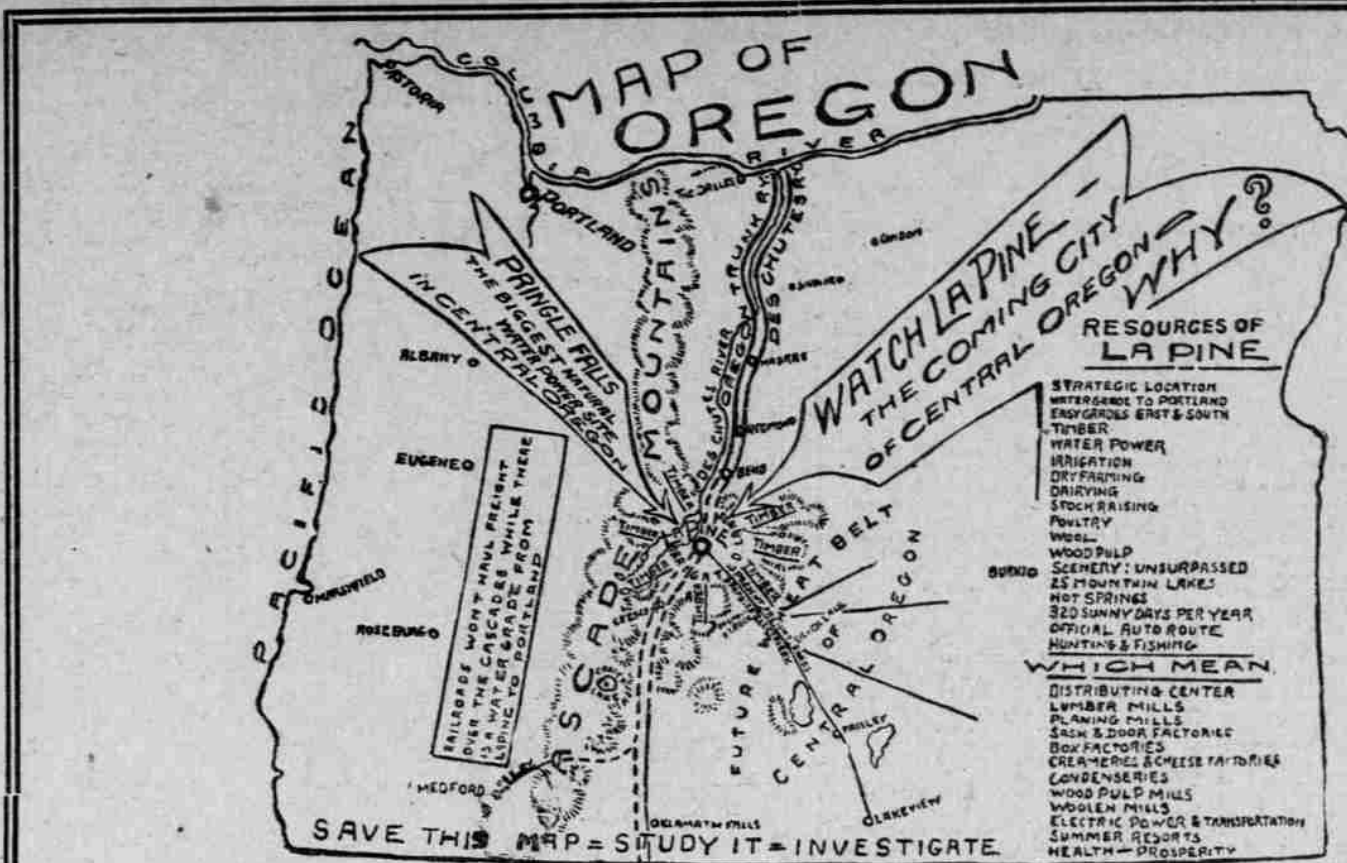
period. After considerable delay, pending the outcome of negotiations, the offer was accepted and the original plan abandoned for another route some 200 feet higher up on the hillside, where interference with many dwellings could be obviated.

In due course this stretch has been graded and planned; its extension northward for a distance of 8000 feet is now in course of construction. Even so, there is still no connection between the point of its northerly end and the south parkway, nor with the south end and the river.

It is estimated that an amount equal to that expended would carry it to the river on the West Side and about two miles back north on the East Side. Terwilliger parkway takes its name from the ancestor, James Terwilliger, of the heirs who were the principal donors of the land upon which it is built. It is 6000 feet in length, 200 feet wide, with a graded plane 45 feet in width, established in the upper portion of the strip. A drive 15 feet in width and a walk nine feet in width are to be subdivisions of this graded strip. There remains a macadam pavement, and lights to be provided, to fulfill the conditions of the agreement, and both of these are proposed to be met during 1913. For grading there has been paid approximately \$40,000, for culverts about \$1500 and for a wooden trestle \$3000.

Tests indicated that very little rock was to be expected in grading, and slight, if any, difficulties as a consequence of geological features, and the progress of the work and the finished grading have still further substantiated this forecast. In alignment, the sharpest inside curve has a radius of 68 feet and the sharpest outside curve 154 feet; in grade the heaviest is 5 per cent, with stretches of 2 and mostly 3 per cent.

Value represented by a parkway of this sort is not expressed by any one feature of it, but rather by a combination of the more important ones. For driving and pedestrian traffic it is close in to the business center, and when connected with South Parkway will place the retail portion of the city. By way of the Broadway bridge access to the Central East Side and peninsula districts will be facilitated. To be enabled to pass through a section of developed property where the soothing green color of foliage and the broad masses of flowering plants constitute the foreground to one of the finest prospects that can be boasted by any city is a mental recreation to any nerve-wearied body after the hurly-burly of workaday strife.



Two Big

railroad systems are opening Central Oregon. They are near La Pine. One has already purchased its right of way through the La Pine country, and its freight yard, truckage and station grounds at La Pine, and has established the site for the depot. The other road has established its final survey through La Pine, and this latter road has construction approaching La Pine from the north and south.

La Pine, although only about two years old, is already a solid town, with two big general merchandise stores, two first-class hotels, first-class livery and feed barn (a bank is arranging to come in), a live, up-to-the-minute Commercial Club which has its own property in the heart of the business section, and the past year erected thereon a handsome clubhouse. La Pine also has a telephone system, an excellent newspaper (the La Pine Independent), a first-class school system, teaching up to the twelfth grade at present, and a ten-acre public school park in the heart of the residence section. A Catholic church will be built here this coming Spring, and other denominations are planning to establish themselves, as ground is given free to any church wishing to establish itself at La Pine.

La Pine will have an electric interurban system, the power company owning Pringle Falls having already contracted to put it in.

La Pine has over 12,000 available electric horsepower, equal to the Minneapolis electric power, which operates, among other things, the largest flour mills in the world—that alone would build a good-sized city of La Pine.

La Pine is the business center of a large Carey Act irrigation tract, where choice irrigated land, with a perpetual water right can be bought at \$26.00 per acre on easy terms. The land is level, rich, deep volcanic ash soil, well drained, with high-class drinking water never deeper than twenty feet—that alone would build a good-sized city of La Pine.

La Pine has good openings for all manufacturing lines kindred to the lumber business, and dairying and stock-raising; also for hardware, furniture and farm-implement store, blacksmith and machine shop and other lines of trade.

You Can make money by buying property at La Pine in advance of the railroads. Others are doing it, why not you? WAKE UP to the fact that a solid, well-located town in one of the newest and best sections of the Northwest is bound to grow rapidly, and that property values will climb accordingly. Prices now from \$50.00 up. The terms are easy, only a few dollars per month on each lot. You don't miss the money, but you soon acquire valuable property. Write today for plat, prices and terms to

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Remembering that convenience is strongly denoted by alignment grade, bus and grade, and that it is to be a public possession in perpetuity, and he must indeed be a peculiar type of citizen if he cannot take pride in his city by reason of this parkway, even were it to cost several times what it will when completed.

PACIFIC HIGHWAY TO RUN LENGTH OF COAST STATES

Signs Already Mark Long Thoroughfare That Eventually Will Be Transformed Into Permanent Boulevard.

By M. C. Dickinson. THE Pacific Highway Association was formed in Seattle, September 19, 1910.

A. E. Todd and wife, of Vancouver, B. C., prior to this time, had driven their automobile southward from Vancouver through Washington, Oregon and California into Mexico, and conceived the idea of establishing through-out the States of Oregon, Washington and California, the Province of British Columbia and the Republic of Mexico, running north and south, a magnificent highway upon which automobilists would find one of the grandest boulevards in America, with scenery second to none in the world. Accordingly, Frank M. Freiwalt, who is now secretary of the Seattle Automobile Club, sent out a call to the officers of the Automobile Clubs of the Pacific Coast to gather in Seattle September 19, 1910. The meeting was held with representatives from Vancouver, B. C., Victoria, B. C., Seattle, Wash., and Portland, Or. M. C. Dickinson was made temporary president and E. M. Freiwalt temporary secretary. The organization took permanent form with the election of Superior Court Judge J. T. Ronald of Seattle as president and F. M. Freiwalt as secretary. Vice-presidents were appointed for each of the states through which this highway passes, F. B. Riley being vice-president for Oregon.

Prior to this time A. E. Todd had erected road signs in British Columbia, and the Seattle Auto Club had placed road signs across the State of Washington, from the City of Blaine on the north to Vancouver on the south, and Messrs. Wright and Dickinson thereupon placed Pacific Highway signs

across Oregon and into California at their own expense. The Pacific Highway sign was originated and invented by Mr. Todd and merely states on its face "Pacific Highway," below which are arrows pointing, one to the north and one to the south. Those who have driven through Oregon, Washington and California and been lost on impassable roads have stated that these signs, when once found, directing them north or south, are really a God-send.

The second annual meeting of the Pacific Highway Association was held in San Francisco in August, 1912. California has awakened to the value of this highway and is now making preparations to spend \$18,000,000 on the roads in that state. It is possible that the present route as selected through Washington, Oregon and California may change as conditions demand, and it has been found by owners of property who are now located on the present Pacific Highway as marked by its road signs through these states, that values of property have increased considerably.

The association solicits members at the sum of \$5, which money is expended to defray the promotion expenses of the highway, and at such time as this great Pacific Coast thoroughly widened to the value of this wonderful boulevard, it will be found that all had stretches of roads throughout the length of the boulevard will be put in the best of condition by either states, counties or the road districts through which it passes. The building of the Pacific Highway through British Columbia and Pacific Coast States and Mexico is a wonderful conception, and will do much to stimulate the "See-America-First" movement.

Many Big Sewers Constructed in 1912

Total Work Contracted in Past Year in Portland Amounts to \$2.5 Million, Costing \$1,620,075.

THE past year has seen a marked increase in sewer construction in Portland after a comparatively small amount of this work in 1911. The most important sewer systems commenced during 1912 have been the Sullivan's Gulch sewer (in two contracts), the East Stark-street sewer (in two sections or contracts), the Insley avenue sewer, the East Thirty-third street extension of the Sullivan's Gulch sewer, the Sullivan Gulch and Sandy boulevard sewer, the East Forty-first street and East Stark street sewer, the Eastmoreland main sewer and sewer system, the Canyon road extension of Tanner creek sewer, besides which bids have been called for building the Lamberton sewer.

The Sullivan Gulch trunk sewer has been constructed under two separate contracts. The sewer follows the gulch except near the river, where it lies in a tunnel underneath East Gilsan street for 1420 feet. The sewer was built along the O.W. R. & N. right of way for over one-half its length, and it ends at East Thirty-third street. This sewer drains an area of 1500 acres of land, including, in a general way, nearly all the district lying between East Twenty-fourth and East Fifty-sixth streets and between East Gilsan and Fremont streets, besides all of the territory immediately adjacent to Sullivan's Gulch.

East Stark street sewer No. 1 extends from the Willamette River to East Twenty-first street. It follows the center of East Stark street. East Stark street sewer No. 2 follows East Stark street from East Twenty-first street to East Thirty-second street, where it joins the main sewer to follow the lower ground through Laurelhurst and Ladd's Park to East Forty-fourth street. The following table shows the amount of sewer work contracted during the first 11 months of 1912:

	No. con-	Lineal	Contract
	tracts.	Miles.	Price.
Sewer improvements with include concrete, both monolithic and sectional....	15	32.2	\$ 846,811
Sewer improvements with only pipe sewers	63	30.4	179,764
Total sewer improvements	77	62.6	1,026,575



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