

FORESTRY SCHOOL IS AID TO LOGGING

Young Men Trained to Handle Engineering Phases of Industry—Old-Time Lumberjacks Gone



Embryo Loggers Running Preliminary Survey for Logging Railroad.



Forestry Students on a Timber Cruising Trip.

By George W. Peavey, Dean Oregon School of Forestry.

WHEN Ralph Connor and Stewart Edward White depicted the lumberjack they merely portrayed what most of us already had in mind. We thought of him as they represented him—a hard-working, hard-fighting, harder drinking individual, with little fear or regard for man or devil.

The fact is he played up to these specifications pretty well in those early logging days of Maine, Michigan, Wisconsin and Minnesota. He usually worked as hired man on the farms in the summer, went to the pines in the winter, toiled like a slave and lived like a dog. He slept in an ill-ventilated bunkhouse with 50 or 100 other men, among unwashed garments, on straw that seemed with animated torment. He ate beans, salt pork, sour bread and flapjacks seven days in the week and then repeated the operation.

Old-Time Lumberjack Is Gone.

In the spring he came out with his wages in his jeans and a concentrated thirst in his throat, both of which he dispensed with at the first "boozie" joint he struck. And then, after he got unsmiled from the snakehouse and had cleared the fog out of his head, he started in and repeated the whole season's programme.

Now if anyone had suggested in those days that a college education or any education at all would have made of the lumberjack a more efficient worker he would have been catalogued immediately as a knave or a fool. And the card index would have been just about correct. The chief qualifications of the old-time woodsman were a strong back and a weak head—strength to do his work and a willingness to do obedience to the dictates of the boss.

The rules of the logging game were usually simple. The ground was comparatively level. The trees were felled, bucked into 16-foot logs, loaded on runners and hauled to the nearest stream, where they remained until the spring freshets made it possible to drive them down to the mills. The woods boss was a man who, by sheer force of personality or physical prowess, had forced his way up from the ranks. Usually he had a fat like a ham and a punch like a Government mule, with a fiercely determined will to enforce his commands.

Logging Business Changes.

From this university of hard knocks evolved most of the big men in the lumber business of today. But the course of study was a hard one and a destructive one and the graduates were too few to meet the changing and exacting needs of the industry. For the logging game has changed. The Michigan lumberjack of 20 years ago would think he had awakened from a Rip Van Winkle nap if he could have been projected into a Pacific Northwest logging camp without seeing the transitional steps.

The game changed because the timber along the drivable streams was cut and it was no longer good business to haul the logs in with big wheels or runners. Railroad transportation had to be substituted. It changed when the logging operators started in to cut logs in the big timber of the West, because horses could not move the big fir and cedar sticks and because drivable streams were few. Besides, the Northwest country is too rough for horse logging, anyway.

The railroad and the donkey engine became the principal transportation factors. The game changed further because low prices of lumber and logs forced economies in logging and milling, undreamed of in the good old hit-and-miss days.

Logging Engineer Evolved.

Finally came the logger built on the lines of the modern business man, he with his insatiable appetite for improved machinery and methods and his pitiless efficiency sheets. He is the logging engineer who has evolved from the ranks. Possibly he had a little education to build on. It may be that he had seen the inside of a college somewhere.

At any rate he had a dynamic personality to begin with and he developed a keen analytical mind which he trained to grasp the factors of his problem and to solve it. He is one of the few who has survived. Those who ignore him and his works will have mighty hard sledding to keep in the running. By his grasp of the unique and intricate problems confronting the logger in the Pacific Northwest and his skill in dealing with them he has developed a new profession, that of logging engineering. He is the type of man the Oregon forest school wants to produce.

Student Learns Practical Work.
First and most important of all, the services of J. P. Van Orsdel, one of the foremost logging engineers on the Pacific Coast, were obtained by the college.

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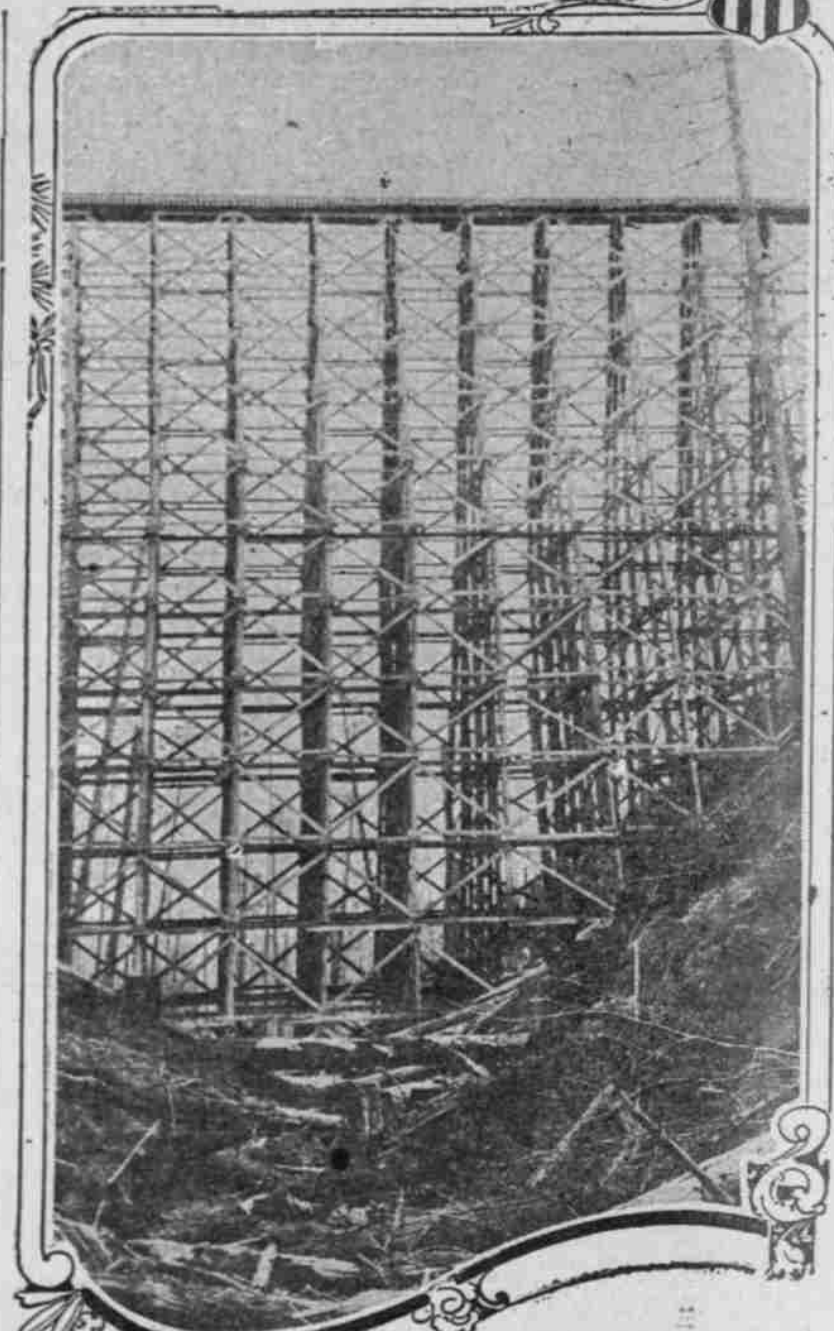
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Logging Railroad Trestle, 180 Feet High, on Which Logging Engineering Students Were Employed.

He plans and directs the work of the embryo loggers.

The prospective lumberjack is instructed in land surveying and topographic surveying, for he must know how to identify and map accurately the country over which logging is to be done. He is grounded in the fundamentals of railroad surveying and then is given a course in the construction of logging railroads, on an actual logging operation, under the supervision of a man who has had years of experience in building logging railroads. He is taught the mathematics of timber cruising and then is put in the woods under a practical timber cruiser. He studies the principles of bridge construction. He investigates the mechanics of steam and gas engines. He makes a thorough study of logging machinery and equipment. He devotes time to the various efficiency systems which are applicable to the logging game.

He must take a grilling post-graduate course in the woods, out where the "widow makers" hurtle through the air, trying to add him to their sanguinary list, where eager chokers, snaked through the woods by the speeding haulback, try to cut him down, where the bight of the line is as deadly as the diamond-back rattler, where the booktender blisters him with passionate profanity and where the woods boss, with lurid emphasis, conveys his supreme contempt for "college guys" in general and this one in particular. If he has the backbone to stay through this post-graduate course it is reasonable to expect that he will be of use

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in some branch of the business. Some day he may be one of the captains of the industry.

LOGGING INDUSTRY IN NORTHWEST BIG

Trackage in Two States Totals 2387 Miles—Investment is Nearly \$24,000,000

IF ALL the logging roads in Oregon and Washington were joined together in a straight line they would reach from Portland to Chicago.

In the two states there are 2387 miles of logging trackage, the bigger proportion being in Washington, where logging operations are carried on more extensively. As the valuation of the roads and equipment will average close to \$10,000 a mile, the logging operators of the

two Northwestern States have an investment in their business of a total of nearly \$24,000,000.

Under normal times more than 31,000 men are employed in the logging industry in the two states, but with the great demand for ship timbers and airplane stock, it is expected that this number will be augmented materially the early part of this year.

Data covering the logging industry, supplied by The Timberman, follow:

Combined daily capacity of logging concerns:	
Washington (feet)	29,000,000
Oregon (feet)	11,600,000
Total number of men employed:	
Washington	22,000
Oregon	8,200
Trackage of logging roads:	
Washington	1,808.30
Oregon	578.35
Number of locomotives:	
Washington	586
Oregon	154
Number of trucks and flat cars:	
Washington	4,573
Oregon	1,857

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