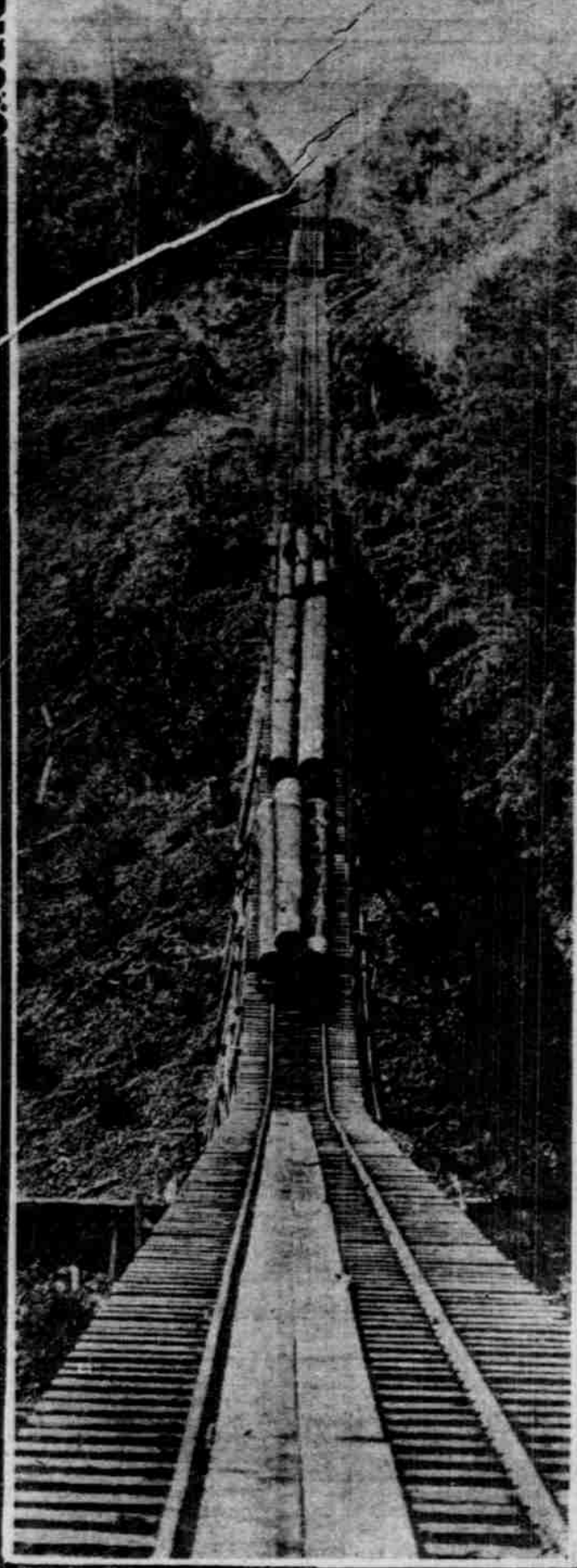


AN UP-TO-DATE OREGON LOGGING CAMP

STEAM HAS SUPPLANTED ANIMAL POWER; COLUMBIA COUNTY'S WEALTH OF STANDING TIMBER



THE CARS ARE WORKED BY A CABLE FROM A PULLEY HOUSE AT THE TOP OF THE HILL



LEADING THE CARS

E GRABER



BUILDING A RAILROAD



TRAINLOAD OF LOGS

THE immense logs of which the Forestry building at the Lewis and Clark Exposition is constructed came from Columbia County, and the great squared timber Oregon sent to the St. Louis Exposition came from the same place, near Clatskanie, and was gotten out by S. Benson.

Columbia County has 10,000,000,000 feet of the best standing timber in the world, and but a few short years ago the supply was deemed to be practically inexhaustible. When one rides on the Northern Pacific train past Scappoose and Warren and sees the broad fields that stretch away toward the hills, it is hard to realize that less than 20 years ago these fields were covered with standing timber, and that they were cleared up by the slow and laborious process of logging with ox teams, converting into cordwood, and burning in log heaps.

All logging in those days was done by ox-teams over skidroads, and the driver of the best team of bulls was a great man in the community. He was a high-priced helper, his wages being \$150 per month and board, and provided he could make good with the bulls, there was no danger of his being out of employment. Like Shakespeare's soldier, he was "full

of strange oaths," but the team seemed to understand his dialect and to rather like being cussed at as they bent their patient necks to the ponderous yokes and dragged the giant fire from their falling places onto the skids and down the greased road into the creek or bay.

Steam Supplants Animal Power.

But logging by such primitive methods has practically passed away, and in place of the bellowing of cattle and the loud oaths of the puncher, one hears the shriek of the locomotive whistle and the rattle of improved machinery. Steam and electricity are the agencies employed, and the capacity for denudation has been multiplied until now there is anxiety as to where good timber is to be procured in the near future. With their present capacity the camps of Columbia County could cut every stick of good timber on the river side of the divide within ten years, and then the roads must be extended on into the Nehalem Valley.

I have taken illustrations for the benefit of The Sunday Oregonian's readers, of an up-to-date logging camp, that of the Yeon & Pelton Logging Company, located about four miles from the town of Rainier. The illustrations show the entire process of handling logs, from the time the tree is felled in the forest until

it is deposited in the slough at the foot of the incline. The equipment of the Yeon & Pelton camp consists of three 25-ton Baldwin engines and one 45-ton Climax, seven donkey engines, 24 sets of logging cars, eight miles of standard gauge railroad, and a lowering machine to lower the cars down an incline 2800 feet long, 300 feet of which is on a 25-per cent grade. The lowering machine consists of one pair of 16x20 engines, two batteries of band brakes, one emergency brake and 3200 feet of 14-inch cable, capable of sustaining a strain of 72 tons. The time occupied in lowering and raising a train of three cars on this incline is four minutes each way, and it takes 20 minutes to make the trip, including unloading about 20,000 feet of logs, valued at present prices, at about \$150. About 20 trips per day can be made over the road, and a total output of about 400,000 feet of logs can be made; but the real average does not exceed over half that amount, or about 200,000 feet of logs daily.

To handle this enormous output from the standing tree eight miles back in the forest requires the services of about 125 men, from the efficient skilled mechanic at \$4 per day to the lowest paid labor in the camp, at the liberal pay of \$1.50 per day. Out of these wages the men pay their board at the rate of \$4.00 per week, and they live as well and probably better

than the same class of workmen in the cities, as Mr. Yeon is a firm believer in the doctrine that well-fed and contented employees are profitable to their employer.

The output of the Yeon & Pelton camp is taken entirely by the North Pacific Lumber Company, of Portland. The road was established about eight years ago, by J. H. Peterson, and is the oldest logging railroad now in existence in this county, though its equipment when first con-

structed was nothing like what it is at the present time. The striking feature of the Yeon & Pelton camp is the incline, down which the loaded trucks are lowered to the slough. Prior to the advent of the present managers a chute was made use of for this purpose, and Mr. Yeon informs me that nearly 10 per cent of the logs were shattered so badly as to be useless for lumber, which seems to have been almost a criminal waste of our timber.

The total output of Yeon & Pelton and their predecessor up to date is in the neighborhood of 25,000,000 feet of logs, the valuation of which, at the present price, would be about \$1,000,000. In addition to the employment given to a large number of men the presence of this industry has been a great boon to the neighborhood, as it has supplied a local market for the farm products, the single item of milk totaling \$120 per month. What the profits of the firm may be no one knows, or cares, but it is safe to say that this county stands in need of more such institutions to take the timber from the land and prepare the way for the settler. Of course, the permanent prosperity of the county depends upon agriculture, but logging is the pioneer of agriculture, and without it many years would elapse before any perceptible improvement could be made upon our great areas of forest.

To those who are inclined to take a pessimistic view of life and to insist that the day of opportunity for men to achieve financial success by their own endeavors is past, we commend a study of the career of John Yeon, and we can point to dozens of equal worth in this county. Mr. Yeon was born in Plantagenet, Ontario, Canada, and has been a worker in the woods from his boyhood days. He has been a resident of Oregon for about 15 years. I asked him if he brought his bank account with him, and his answer was that his only capital when he landed in Oregon was his blankets and a remarkably good appetite. He still retains his appetite, but he has also accumulated something of a bank account, to which he is adding a little every day; but no one grudges him this.

There are a number of other logging railroads in Columbia County, and many camps and mills. At Clatskanie the Ben-

THE POWER HOUSE

son Company has a road about six miles long, thoroughly well built, with heavy rails and standard-gauge, the intention being to extend to the Nehalem Valley as soon as circumstances will justify. At present the Benson camp is idle, though the cars are running and transporting considerable lumber, shingles, etc. Mr. Benson is operating on the Washington side, where he has a large amount of timber that must be removed within a stated time. He will probably return to Clatskanie next year. A new logging road will soon be built by Jennings & McCrue, of Portland, who own large tracts of timber on the Columbia side of the Fishhawk divide.

At Rainier a Mr. Rocky, supposed to be connected with Benson, is building a new road.

At Goble is the Goble and Nenasen logging road, with probably more capital back of it than any other similar concern in Oregon, and also with the avowed intention of penetrating to the Nehalem Valley.

At Columbia City is the Columbia City and Nehalem logging road, with Messrs. Giltner & Sewall, of Portland, as the proprietors.

The principal place of business of all these companies is Portland. Their supplies are purchased in the metropolis and it is very evident that Portland is vitally interested in their success and in the general development of the country in which they operate. Right here at your door is the greatest field for Portland capital. We have timber, coal, iron, marble and other minerals in the greatest abundance. The Portland cement for the Pacific Coast and for Asia should be manufactured here, within 20 miles of the city that is paying freight upon it across the continent. The eloquent Tom Richardson might put in his time to considerable advantage convincing Portland capitalists that there is something more profitable than 5 per cent, and better calculated to promote the growth and prosperity of the country. E. H. FLAGG.