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BILLIONS OF TIMBER AT OUR DOOR

WHILE, perhaps, the fame of Astoria rests peculiarly upon the magnificent salmon trade she commands throughout the civilized world, she is widely known and appreciated for the great business she does in lumber, scores of millions of feet going hence, domestic and foreign, each year.

North and south and east of the city, for hundreds of miles, in Oregon and Washington, stretch almost unbroken forests of gigantic Oregon fir, with commensurate quantities of spruce, hemlock, cedars, and all millable woods; hundreds of thousands of acres in extent and the vast majority of it, as yet, virgin. From these sources are drawn continually the supplies that keep the six great milling plants on Astoria's harbor front going, night and day, through the years, to fill the bottoms of hundreds of steamships, ships and schooners, that hark to the nearest and farthest markets of the world.

From logger to sailor, the handling of this enormous output involves millions of money in lands, camps, railways, yards, plants and mills, let alone the huge payrolls that go on interminably, with rare lapses, such as prevails at this writing (due to the reaction following the "stringency," and abiding the issue of the rate-case instituted by the lumbermen of the Northwest against the railways, now pending before the Interstate Commerce Commission). The sum of the business as represented at Astoria constitutes one of the principal factors in her commerce, and the signs are numerous and assuring of the steady growth of the industry; since there are very many owners of forest tracts indigenous to this market, that have never broached their holdings nor taken steps to get the raw materials even started for market; of these may be mentioned the McCormack interests, with 60,000 acres of virgin timber, and a mill-site already purchased in close proximity to the city; the Hammond interests, with seventy odd thousand of acres and a superb water frontage at the town of Hammond for mills and docks; beside other lesser investments of the same character still awaiting practical development. By no possible mischance, save the ravage of a forest fire of unprecedented scope and volume, can this port ever be deprived of the illimitable expansion of this great industry; while the attendant advantages accruing from the erection of mills and factories for the manufacture of kindred supplies of wooden base, is always with us, a number of them already seeking a foothold in the city and its immediate neighborhood, among which is the shipbuilding business, which is particularly affiliated to such exhaustless timber resources as abound hereabout.

A short review of the lumbering interests and plants in this section, will not be amiss at this juncture:

The largest of the six big plants in and about Astoria, is that of the Tongue Point Lumbering Company, established betwixt rail and water transportation, under the westerly shoulder of the famous point of land jutting into the Columbia and from which the mill takes its name. The company is equipped with two Allis-Chalmers Co. band-mills, one 9-foot and one 8-foot; two Mershon band resaws and a large Allis-Chalmers Company 66-inch by 10-inch edger; slashers, trimmers, lath machines, etc. The plant has a capacity of 200,000 feet of lumber and 30,000 lath in 10 hours. The planing mill contains nine machines and is 110x180 feet in size, with a wing 60x85 feet.

The box factory is 60x188 feet in size and has a capacity of 35,000 feet of lumber in 10 hours. It is equipped with three cut-off machines, three edgers, a 60-inch Mershon band resaw and a two-color printing press. The company makes a specialty of fine fir flooring and has a large shed for flooring alone that holds 1,000,000 feet. In all the company has five large sheds capable of covering 6,000,000 feet of lumber. Alongside of the sheds is a loading track, over which projects a shed roof so that loading can be done under cover, which is a notable advantage owing to the number of rainy days at Astoria. In all the company has about 1200 feet of loading track, capable of accommodating 25 cars. The company aims to ship about 250 carloads of lumber a month when cars are available, besides doing a large cargo business.

During the first 10 months of 1907 the company shipped out 363 carloads of lumber to Eastern markets; six steamers and one sailing vessel, for foreign delivery; 26 steamers and 12 sailing vessels for domestic markets; its foreign shipments involving 8,138,000 feet; its domestic deliveries aggregating 32,400,000 feet; the entire output involving the cutting and use of 35,000,000 feet of logs.

The company maintains a working force, in logging camps and at the mill, of 350 people, and has a pay-roll aggregating \$30,000 per month or \$360,000 per annum; and has between seven and eight thousand acres of the finest timberlands in the lower Columbia Valley. The officers of the great concern are: George W. Hume, president; C. E. Hume, vice-president; Jay Deming, secretary; with E. B. Hazen, manager, at the Astoria office, and to whom the *ASTORIAN* is indebted for the details above set out.

Among the active lumbering industries at this port may be mentioned in a justifiably prideful way, the Astoria Box Company, which controls not only its own large business, but is the established clearing-house for the industry in this city and section. It operates one of the smaller, but exceedingly modern plants, and up to November 1st, last year, exported, in car shipments, to Eastern California, 1,250,000 feet of fine lumber; while its sea cargoes footed up to 3,750,000 feet, besides 2,000,000 feet of shooks sent out on the coast-wise steamers; its local output being, for that period, 4,000,000 of lumber and 2,000,000 shooks; making a handsome total of 13,000,000 feet of stuff, taken from its booms which floated 15,000,000 feet of logs during that time.

The company employs 105 men constantly, often increasing the

force in its yards and logging camps, and handles a pay-roll of \$80,000, to the immense good of the community, since it is one of the concerns that possesses the rare faculty of keeping in uninterrupted service long lists of home-people, a decided advantage to the city as well as to the management.

A contiguous, but not strictly speaking local plant, of great value, is the Columbia Mills division of the Simpson Lumber Company, at Knappton, on the north shore of the Columbia and directly opposite this city, and within close enough touch, as to distance, and business intimacy, to make it an Astoria industry.

This concern sent five steamer cargoes coast-wise during the first ten months of 1907, beside ten schooner cargoes; and loaded seven other sailing vessels for the Orient and Australia; of which shipments 1,818,489 feet went across the Pacific, and 10,461,042 feet were despatched to the north and south home coasts. The output being cut from 18,000,000 feet of logs. The foreign shipments were valued at \$102,277.47, and those sent to home ports, at \$135,993.55.

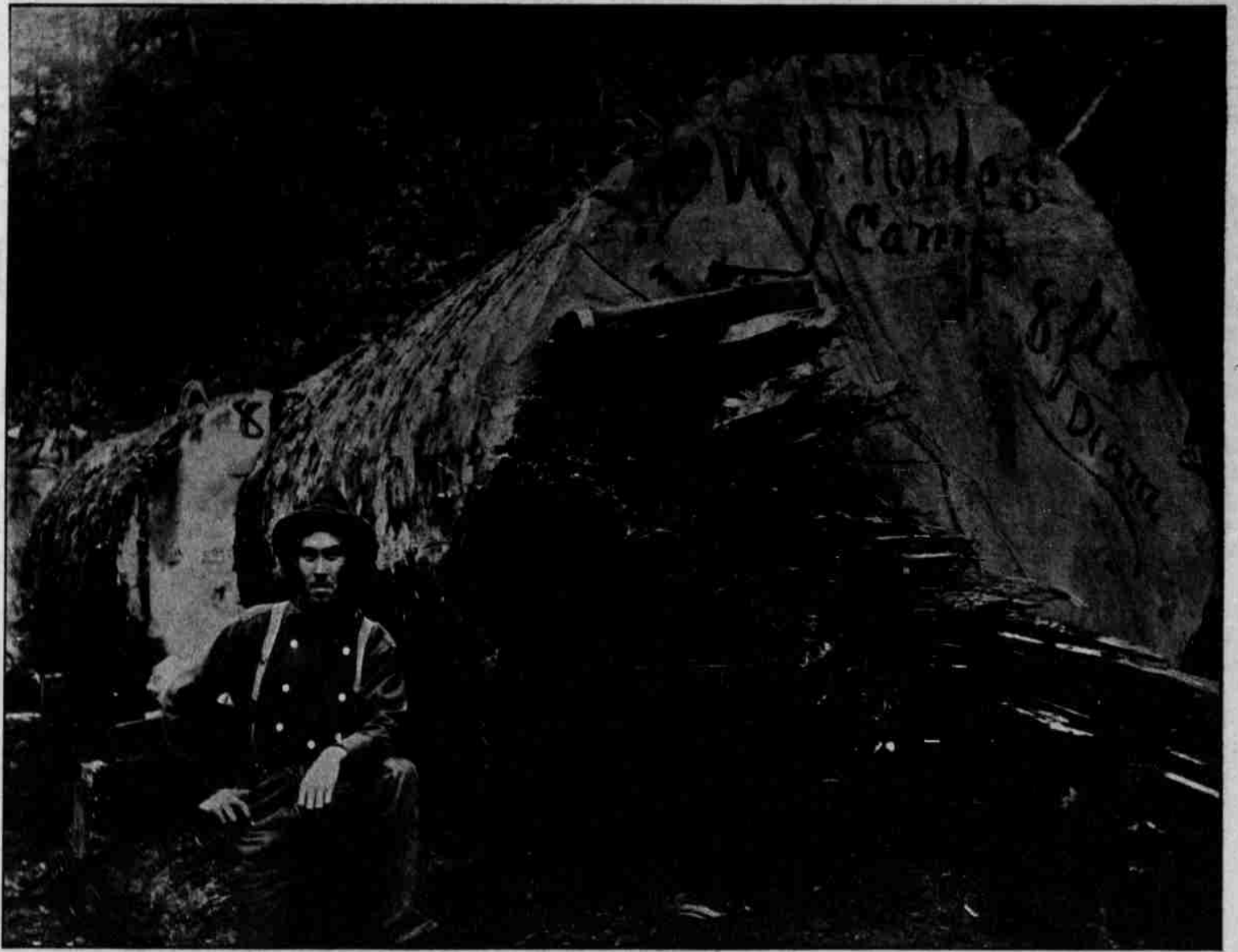
The company itself possesses a fleet of sailing vessels; and the lumber end of the concern keeps a force of 60 people going from one year's end to the other, and meets an annual pay-roll of upwards of \$50,000.

The fine plant of the Old Oregon Mills, at Warrenton, just across Young's Bay from this city, is among the active agencies of this big industry and figures largely in the heavy gross output from Astoria water and rail lines. During an operating period of six months in 1907 the company's car shipments to California and the East aggregated 144, comprising 3,960,475 feet; while its domestic cargoes coast-wise by steamer, totalled 2,300,301 feet and the sailing fleet at its lower bay docks carried away 5,101,321 feet, making the handsome output of

Logging Company, of this city; The Warren & Lester Logging Company, of Cullaby Lake, in this city; Kelly Brothers, at Blind Slough and Clifton, with four miles of railway, well equipped; The Oregon Timber & Lumber Company, at Parsons, Oregon, with seven miles of railway, and probably the heaviest output of any of the concerns so engaged; The Jennings & McRae Logging Company, with three miles of trackage into the big woods; the O. K. Logging Company, near Bugby; Stevens Brothers, of Skamokawa, with a railway projected and now building; the Alger Logging Company, at Skamokawa, with eight miles of railway; the Bell Logging Company, at Deep River, with a railway and several camps, and headquarters at Cathlamet; the Chinook Logging Company, on Deep River, with four miles of railway; the Pacific Logging Company, on Deep River, with eight miles of forest tracks to serve it; the Gray's Bay Logging Company, headed by Brix Brothers, of this city; the Bagley Logging Company, at Knappa, beside numerous small concerns that make up a wide and busy field of operation in this great line of produce and contribute handsomely to the immense total of logs cut, hauled, floated and boomed at tidewater, whence they are towed to the mill sites all over the lower valley of the Columbia; and Astoria is the common center and depot for supplies and maintenance and for the exchange of the financial elements of the huge, and expanding business.

Among the allied industries of the Astoria lumber field and in intimate touch with this city, is the Westport Lumber Company, located on the Oregon bank of the Columbia a score of miles to the east of this city.

The concern maintains business headquarters at Portland, under the able management of John W. Palmer, while the superintendency



11,362,097 feet. In the doing of this 108 people found steady employment, the capacity of the mills being 80,000 feet on a 10-hour daily run, on a monthly pay-roll approximating \$8000 per month. The plant at Warrenton is always under process of some staple improvement that is permanent and appreciable in its steadily increasing business; and its trade has a tendency of the same agreeable sort.

One of the busiest and most successful of the great plants in operation here is the Clatsop Mill Company, whose fine milling machinery but rarely ceases to work. Last year this concern cut 18,712,954 feet of logs; and shipped a fair half of it hence as follows: On 223 cars, to the East and California, 5,585,127 feet; on domestic sailing vessels, seven cargoes, aggregating 2,683,000 feet; and on domestic steamers, five cargoes, aggregating 812,000 feet; the balance entering the local trade very largely.

The basic industry upon which the big lumber interests thrive is, of course, the logging business, which is maintained hereabout by 17 prominent concerns, cutting and hauling, or floating, from three to four hundred millions of feet per annum; the leading companies in this phase of the business being, The Sorenson Logging Company, with six miles of railway into their forest lands; The Benson Logging Company, with six miles of railway; The Willamette Pulp & Paper Company; The Johnson Logging Company, at Knappa; The Peterson & Frye

of the plant at Westport is consigned to the equally competent custody of James T. Stoddard.

The mills have a capacity of 100,000 feet of lumber per day, employ 100 men the year round on a pay-roll of \$10,000 per month, and sends its output domestic and foreign by rail and sea cargo to all distances and in all directions.

Another fine lumber plant closely allied with the interests of Astoria, is that of the D. L. Kelly Lumber Company, at Warrenton, six miles west of this city on the bay shore, of which D. L. Kelly is the head and F. G. Kelly is manager, with Dan Malarkey, the younger, as superintendent.

The concern not only maintains its fine sawmill and planing mill at Warrenton, but operates its own shingle mill there, and at Westport; with retail yard at Seaside, and an extensive logging camp at Clifton. The plant is estimated to be worth \$75,000, and has a daily output of 40,000 feet of lumber and 75,000 shingles per day, and cuts 10,000,000 feet of logs per annum. It keeps 55 hands going the year round and has a pay-roll of \$4000 per month.

Its shipments are made almost exclusively by rail, though it does forward some of its product coastwise in vessels, with San Francisco as its main market. It is a strictly modern plant and rates high in these sources of supply the whole coast over.