

**OREGON INDUSTRIES.**  
WHEAT, FLOUR,  
LUMBER, TIMBER,  
MANUFACTURING,  
WATER POWER,  
DAIRYING,  
FISHING, LIVESTOCK,  
MINING, COAL.



**OREGON INDUSTRIES.**  
WOOL, SHIPPING,  
MACHINERY,  
AGRICULTURE,  
HORTICULTURE,  
TRANSPORTATION,  
PAPER MAKING,  
WOOD PULP

**"300,000. PORTLAND. 1910."**

# Oregon's Lumber

**A Yearly Output of Nearly Two Billion Feet, Valued at Twenty-Five Million Dollars—Portland Produces More Lumber Than Any City in the World—Forty Thousand Square Miles of Timber**

**Oregon Lumber Statistics.**

Number of mills.	644
Yearly output (ft. B. M.)	1,700,000,000
Value (grand total)	25,000,000
Douglas fir (feet B. M.)	1,400,000,000
Hemlock (feet B. M.)	13,145,000
Spruce (feet B. M.)	62,000,000
Western Pine (ft. B. M.)	124,000,000
Cedar (ft. B. M.)	22,000,000
Larch (ft. B. M.)	7,000,000
White fir (feet B. M.)	6,000,000
Sugar Pine (feet B. M.)	6,250,000
Oak (ft. B. M.)	1,600,000
Maple (ft. B. M.)	1,180,000
Cottonwood (feet B. M.)	1,680,000
Ash (ft. B. M.)	775,000
All other (feet B. M.)	45,000
Lath	125,000,000
Shingles	200,000,000
Number of employes	20,000
Total yearly wages	12,000,000
Standing timber (feet B. M.)	327,000,000,000

that year was a record breaker, with many of the plants taxed to utmost capacity.

The year 1907, too, rolled up a startling total and retained for Portland the distinction of producing more lumber than any other city in the world. This record had already been established the year 1906, when the cut reached the grand total of 643,532,893 feet, an increase of 102,212,893 feet over the cut of 1905. The cut of 1907 was 538,116,180 feet. The year 1908 will not go down in history with such splendid showing because the output during the early part of the year especially was greatly reduced owing to the falling off in the markets in consequence of the financial flurry and the heavy freight rate advance to points east of the Rocky mountains.

**Damage Already Done.**

Restoration of the old rates, after many legal battles before the interstate commerce commission and courts, resulted in a revival of business from the affected points, but the damage had already been inflicted and for that reason the respective figures for the year will not come up to those of either three preceding years.

The year 1909 is expected to bring a heavier demand for lumber than ever, dealers basing their opinion on the fact that stocks nearly everywhere have been allowed to dwindle down to the lowest level recorded for some time. Last summer, dealers in the middle states bought sparingly to fill only immediate wants and are now beginning to place orders held pending the improvement in financial conditions.

**Cargo Trade for 1908.**

During the year 1908 Oregon shipped approximately 185,000,000 feet of lumber by water, about 35,000,000 feet of this quantity going to foreign ports and 150,000,000 feet to California. These figures include shipments from Portland, Willamette river points, points along the Oregon side of the Columbia river and ports along the Oregon coast. The remainder of the cut was shipped by rail, used for local consumption or held for a rising market.

The principal foreign markets were the orient, Europe and Australia. The demand for Oregon or Douglas fir in Europe is increasing rapidly so that where one cargo was shipped some

years ago there are now shipped three or four. Europe buys only high-grade lumber, a large percentage of it being for use in the construction of the navies of the old countries. One cargo set afloat here last spring for Copenhagen and Hamburg was valued at about \$90,000 or about \$35 per 1,000 feet board measurement. Another valuable cargo, though a small one, was started for Cape Town, South Africa, a few days ago.

**Australia and Orient.**

Cargoes shipped to Australia consisted largely of mining timbers. The orient takes heavy timbers of all kinds. Timbers of immense size have been furnished by Portland mills for use in the construction of the Panama canal, and several million feet are shipped annually to ports along the west coast of South America. A shipment of 1,200,000 feet will be dispatched to Singapore in a few days and even New Zealand has been buying building material here in recent times. Mexico gets much material here for railroad extension work, the cargoes going from here to Guaymas.

So far Oregon fir has been noted principally as especially adapted for heavy construction or shipbuilding. In the mines of Australia it has been known that the timbers from Oregon are able to withstand the heavy strain in supporting shafts and tunnels; in China it has long been known that when used in the construction of heavy bridges or wharves will stand the test.

**Best for Naval Use.**

In the British ship and navy yards it has been discovered that Oregon fir fills the bill when long perfect spars are required. For decking, it is gaining a standing that will soon place it in enviable prominence with large shipbuilding establishments throughout the world. The shipbuilders of the Atlantic coast discovered the merits of Oregon fir many years ago for sticks in their speedy sailing vessels and they would have none other, and eventually it received introduction in the old world. Several firms in Portland are now devoting most of their attention to European shipments.

**Fir as Finishing Wood.**

Manufacturers themselves have made no particular effort until quite recently to bring the merits of the beautifully grained fir to the notice of the builders in the east, but a movement is now on foot for concerted action with this purpose in view. Exhibits of fir panels, stained and in natural color, will be shown to the masses throughout the east and architects will be prevailed upon to at least give patrons an opportunity to choose fir should they desire in selecting finishing lumber.

Large quantities of fir enter into the manufacture of mill work, such as doors and sashes of which Oregon factories ship respectable quantities to points in the east and middle states. But of late the home demand has been so strong that eastern busi-

ness has not been catered to very extensively. There is no trouble, however, in disposing of the surplus output should the local demand fall off temporarily. The Coos Bay country ships several carloads of Port Orford cedar doors and sashes through this city as far east as New York and Port Orford lumber, native nowhere else in the world but in this state, is much sought after as the highest grade of material for construction of small boats. The United States government uses none other when obtain-

**Cedar Used for Matches.**

Large quantities of the white cedar are shipped here in cordwood sizes for the manufacture of matches under the popular name of matchwood. Port Orford cedar shingles are being introduced and sell at twice the value of red cedar shingles, the advantage being that they are absolutely weather proof and require no painting.

In the manufacture of fruit boxes Oregon lumber finds another increasing demand. Millions of feet are used annually and yet the fruit culture here is only in its infancy. As the native forests disappear, the apple, pear and other fruit orchards take their place and thereby multiply the demand for the remaining timber. In the vicinity of Medford alone, it is estimated, large tracts of timber will soon be required for the manufacture of boxes for shipping of fruit grown there. The Hood River district has created an almost unbelievable demand for boxes and it is being filled by mills in that vicinity.

Authorities assert that the timbered area of Oregon is approximately 40,000 square miles, 29,000 square miles of which carry merchantable timber. About 24,000 square miles of this wooded area are incorporated in the national forests, 16,000 square miles are in the hands of private owners and 150 square miles are still held by the state. The species of trees upon the area carrying merchantable timber may be rated as follows:

**Trees of Many Species.**

In western Oregon, Douglas fir constitutes 79 per cent; yellow and sugar pine, 3 per cent; spruce, 5 per cent; hemlock, 5 per cent; cedar, 5 per cent; scattering, 3 per cent.

In eastern Oregon, Douglas fir, 11 per cent; yellow pine, 80 per cent; sugar pine, 1 per cent; hemlock, 3 per cent; white fir, 2 per cent; tamarack, 2 per cent; scattering, 1 per cent.

Estimates of the total stand of timber for the state vary from 215 to 400 billion board feet, and 327 billion feet is believed to be a conservative estimate.

Nearly 80 per cent of the timber of the state is to be found in western Oregon, where the stand is estimated to be something like 25,000 board feet per acre, while the stand in the timbered portions of eastern Oregon is estimated to be 10,000 board feet per acre.

These figures are given in the recently issued report of the Oregon conservation committee, and are con-

sidered about as accurate as possible to obtain.

**Many Virgin Forests.**

While logging camps have been operated along the Columbia river for many years there are still many large tracts of virgin forests between Portland and the ocean. They are held for higher values and as such are considered excellent investments. It is estimated that about 7,000 men find employment in logging camps of the state. The greater number of these camps are located on Columbia river and Coos bay. A number of camps are operated by mills provided with standing timber, while others log the trees for mills buying in the open market. At present the best yellow fir logs command from \$9 to \$10 per thousand feet.

The size of Oregon timber has been a source of much admiration. Lumbermen of Wisconsin and Michigan, hundreds of whom have disposed of their interests there to enter the much better field here, have been astonished when first introduced to the camps here. A fair sample of a Columbia river district log was dumped into the water the other day from a camp in Clatsop county near Astoria. The tree was 128 feet in length to the first limb, 109 inches in diameter at the butt, 69 inches in diameter at the top and contained 47,793 feet, board measure. The tree was cut into five logs and brought to the river on one train.

**Need Heavy Machinery.**

To handle such giants of the forest requires heavy machinery and all modern appliances. The lumbermen of Michigan and Wisconsin had no idea when they came out here what sort of timber they had to deal with. Illustration of this fact was furnished a few years ago when one of the largest plants on the river was installed in the forests of the middle states. The machinery brought out was built for handling ordinary logs back there but it was no match for the Oregon logs.

Chains snapped like threads and hooks bent straight when brought in contact with the monster sticks. But large as they may be even these monsters have to yield when attacked by the properly provided facilities. Oregon has as a result some of the finest equipped plants in the world.



## AN IMPORTANT HOME INDUSTRY

Started With a Capital of \$150.00 in 1893, Now One of the Big Manufacturing Establishments of Portland.

Boost—what's in a name, anyway? "Boost" is a good slogan for any business man, but not many business men can boast of Boost for a name. Whether this cognomen had anything to do with the success of the Portland Wire & Iron Works or not is not known, but suffice it to say that the company was established in 1893 by C. W. Boost on a capital of about \$150. After 11 years of progress the business was boosted enough to interest E. C. Comstock, who thought it looked pretty good, and he bought a half interest in it four years ago, and the first of the present year he acquired the other half, being now sole proprietor.

The Portland Wire & Iron Works manufactures all kinds of bank, store and office railings, grille work for elevator enclosures, elevator cabs, stairwork, balcony railings, fire escapes, fences and all kinds of ornamental wire, iron and bronze work. The company occupies a quarter of a block at the corner of Second and Everett streets, and the two story building and premises are crowded to capacity. It is likely a larger factory will be erected at no distant date to meet the ever increasing business.

The firm's work is in evidence in mostly all the large office buildings of the city, the Commercial Club being equipped outright with their work, including the stairs, elevator enclosures and cabs, balconies, fire escapes, etc. Much of the work in the Corbett and other large buildings was executed by this firm, which just secured the contract for the elevator cabs and enclosure work for the new courthouse in Baker City. Practically all the wire and iron work in the Gerlinger building was done by this firm. The fire escapes in all the public schools of Spokane were built by this firm. The new Y. M. C. A. building will also be equipped with the firm's stairwork, balconies, railings, elevator enclosures and cabs and fire escapes. Other big contracts secured are the Good Samaritan Hospital, Blumauer-Frank, Crane & Co. and other buildings.

This firm's work is well known all over Oregon, Washington and Idaho, and even in Alaska and British Columbia. The Portland Wire & Iron Works can be ranked with the leading industries of the state of Oregon.

The officers are: E. C. Comstock, president and treasurer; M. T. Comstock, vice president, and R. W. Montague, secretary.

### Eastern Hat Factory

Only Hat Factory in Portland  
—Business Steadily Increasing.

It may not be generally known that there is a hat factory in Portland, and this will serve to introduce the Eastern Hat factory to the public. This company started business nearly six years ago in a small way and has created a big demand for men's hats bearing the firm's name. All shapes, sizes and colors of hats are manufactured from the rough bodies. The firm is enjoying an increasing trade with retail stores in



the city, proving the popularity of their goods. Besides the wholesale trade the firm conducts an extensive retail business at 44 Third street, in the Worcester block.

The Eastern Hat factory claims, and demonstrates, that the public can save 50 per cent by buying hats of their manufacture. The same material used in leading hat factories of the country is brought from the east in the rough hats which may be inspected in their store. Any \$4 hat in the city can be duplicated by the firm for \$3 and any \$3 hat for \$1.50. Their made to order busi-



ness is increasing rapidly. Any man desiring a special hat of any shape, size or color can have it made on short notice, so that if an exclusive hat is desired, this firm can fill the order promptly and save you money.

Inspection of their large and varied stock of rough shapes and finished hats is invited at all times. It being the only firm in the city manufacturing men's hats from the rough bodies, a visit to their factory will prove interesting. The firm also does renovating and makes a specialty of Panama bleaching and blocking.

## The Standard Broom Co., (Inc.)

Established 1902  
Incorporated in Oregon 1905

Manufacturers of the Celebrated

## MONTAVILLA BROOMS

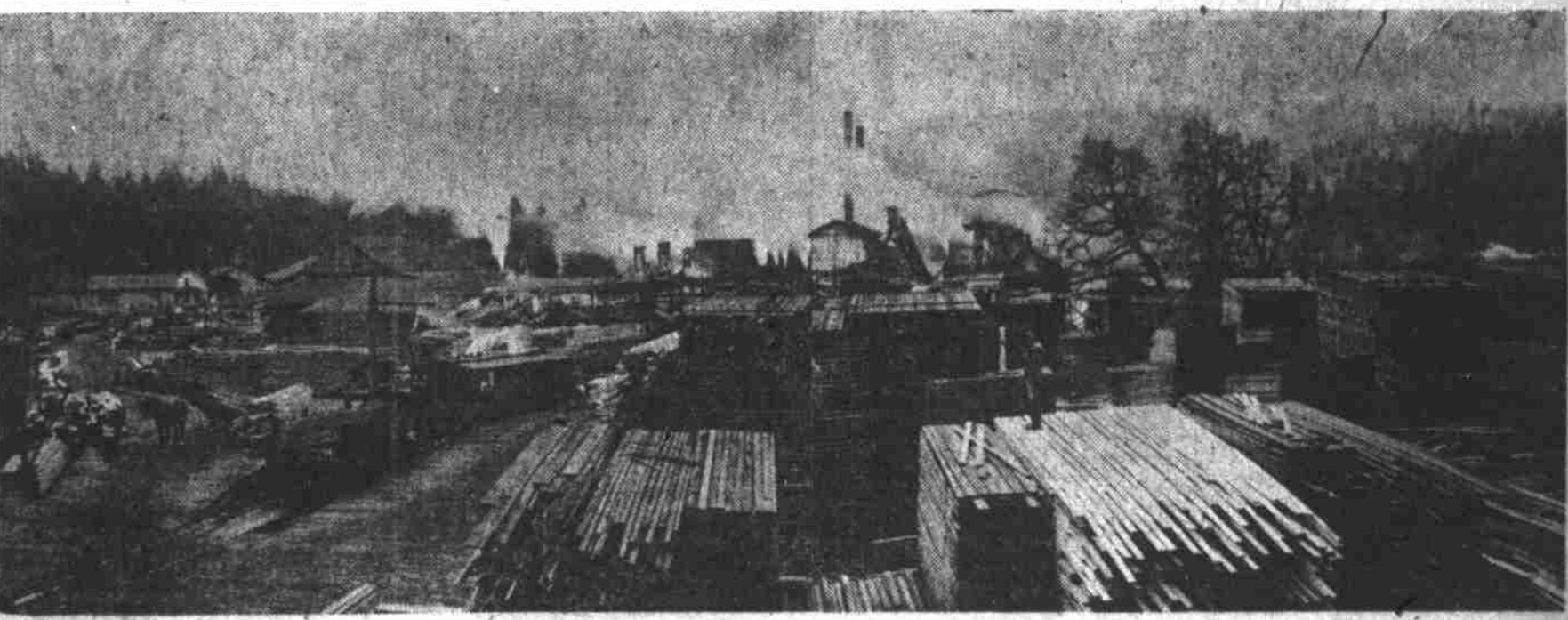
Only Factory west of the Mississippi river utilizing Illinois broom corn exclusively in high grade brooms.

Employs from 18 to 24 skilled hands and no child labor in the factory.

Capacity of Factory  
100 Dozen Brooms Daily

The one Broom Factory in the state selling to the retail trade direct only.

Factory and Office, Villa Ave.  
PHONE EAST 646



## East Side Mill & Lumber Co. Flourishing

Plant to Be Enlarged, New Kilns and Sash and Door Mills to Be Erected on Lately Acquired Land Adjoining Their Property on Spokane Avenue

Naturally the lumber industry of Oregon should center in Portland, the commercial center of the state famous for its timber. A visit to the large sawmills of the city convinces the visitor of the importance of these busy plants. That the East Side Mill & Lumber company is a potent factor in the expansion of Portland, is evident to all who see the large mills and yards at the foot of Spokane avenue. The present site contains about 12 acres on the Willamette. The company was very much crowded for space owing to the increase of business, and last August they acquired 8 1/2 acres immediately adjoining to the south, a beautiful park on the river, which some were anxious the city to buy for a public park. The trees will soon fall victims to the woodman's axe for the East Side Mill & Lumber company, which requires the land for mill and lumber purposes.

The officers of this company, which was established in 1893, are: A. C. Mowrey, president; John P. Miller, vice president, and C. P. Hogue, secretary-treasurer. The company employs about 140 men and 20 teams, who draw about \$10,000 monthly. It is such institutions as this that build a city. It can be seen that so many men, representing probably about half a thousand people, mean much in building up a community. The capacity of the mill is 10,000 feet per hour, and the mill is running to full capacity. Fir lumber is manufactured exclusively, rough and finished, their large planing mill having a capacity of between 1,500,000 and 2,000,000 feet per month of 25 days. The stock on hand is generally between 2,000,000 and 3,000,000 feet. The capacity of the finished lumber sheds is about 500,000 feet. During the coming season the company will erect kilns and sash and door mills on the lately purchased addition. The yards have a water frontage of 2000 feet. The ferry landing is at Spokane avenue, which divides the old site from the new ground lately bought. This section is rapidly filling up and will be very valuable property.

The East Side Mill & Lumber company owns its own logging camp in Clackamas county, and operates its own railroad, consisting of three miles of track, one locomotive, four donkey engines and 20 logging cars. They connect with the O. W. P. at Deep Creek Junction and deliver logs on their own tracks in their yards at the foot of Spokane avenue. They have three side tracks, two for lumber and one for logs. The shipping facilities are good, the O. W. P. connecting with all roads. This firm's market is about evenly divided locally and at points west of the Mississippi river. The firm enjoys the enviable reputation of turning out the best work in the city, which accounts more than anything else for its rapid expansion. There is no standing still with this company. Realizing the future of Portland and Oregon its management is making ample provisions for the demands of a flourishing city and state, and when it is again necessary to expand the East Side Mill & Lumber company will be equal to the conditions. Evidently the company's motto is "Say Nothing But Saw Wood" for the officers are not boastful. They depend entirely on the excellent standard they maintain, and from the buzz of the saws, and the general activity around their plant, it is evident that the company is enjoying an era of remarkable prosperity.