

# OREGON'S LUMBERING INDUSTRY FORMS ONE PILLAR OF THE STATE

## MARKET QUOTATIONS ON TIMBER COVER A BIG, GROWING FIELD

Conditions of Log Market in  
Columbia River Section Are  
Declared to Be Unsettled.

### SOUND STATUS REVIEWED

Shingle Market and the Oregon Pine  
Exports Are Included in Report  
Compiled by the Timberman.

The Timberman, which has a reputation for reliability on its market quotations, gives the following figures as to the lumber situation. The figures were secured on August 14, since which date there has been little or no change in prices quoted.

#### Log Market—Columbia River

Portland, Or., Aug. 14, 1917.  
Conditions surrounding the log market in this district are unsettled. Fir logs are selling at \$12, \$13 and \$14. Cedar is bringing between \$14 and \$15. Some rather inferior cedar logs have brought \$12.50 in the past few days. Hemlock is running about \$2. Some operators have asked \$19 for some logs, but as yet no actual sales are reported at this figure. No reliable quotations are possible on spruce at this time. Most camps in this vicinity are running at present, although some are still handicapped by labor shortage.

#### Puget Sound

Seattle, Wash., Aug. 9, 1917.  
There has been no particular change of late in the log situation in this district, further than a lessening of the holdings of the loggers, owing to the fact that very few logs are being put in, and the mills from time to time are picking up a little stock against the future. Fir logs are firm at \$2, \$12 and \$13. Hemlock, about \$2.50 to \$3.50, and cedar in active demand at \$15 and better. Spruce would be in strong demand if any were available, but there seems to be a distinct shortage of this wood in all localities, even operators in British Columbia seeking spruce in this market. As it is, there are very few logs of any description being put in the water, owing to a walkout of a good many of the men from the logging camps.

#### Grays Harbor

Hoquiam, Wash., Aug. 9, 1917.  
Fir logs are \$10, \$12 and \$13. Cedar, \$11 to \$15. Hemlock, \$7 and \$8. Spruce, \$13 to \$25. Some exceptionally nice spruce is selling for more. There will be a good market for spruce as the government is going to place its orders soon.

#### Willapa Harbor

Raymond, Wash., Aug. 13, 1917.  
There have been practically no sales on this harbor for the past 30 days. All the mills and camps are down.

#### British Columbia

Vancouver, B. C., Aug. 10, 1917.  
Logs are dearer here and the rate of production is not being maintained as high a point as it was in May and June. Fir is \$10, \$13 and \$16. Spruce, \$10, \$14 and \$20. Shingle cedar, \$14 and \$15. Hemlock cedar, \$16 to \$17. Hemlock, \$10. White pine, \$12, \$16 and \$19. There is no surplus of logs and the indications are that the demand will at least equal, if not exceed, the supply for the balance of the year.

#### Salmon River

The log market in the Spokane and Coeur d'Alene districts is firm. Fir and tamarack logs are bringing \$13 to \$16, western white pine, \$10 to \$12, Idaho white pine, \$14 to \$18.

#### Shingle Market—Columbia River

Portland, Or., Aug. 14, 1917.  
A wide divergence in opinion as to the market prices is noted at present. The demand has been weak and the prices have been low. The practical shutdown of all the Washington mills, the prices have not advanced in response to the curtailment. The reduction in building throughout much of the country has had its effect upon the shingle market, and another factor has been that the retailers are well stocked with shingles and lumber. The country has not thought of placing new orders for either lumber or shingles.

#### Opinions on what should be considered the prevailing shingle prices

range from \$1.10 to \$2.50 for stars and from \$1 to \$3.50 for clears.

#### Puget Sound

Seattle, Wash., Aug. 6, 1917.  
At present the demand is very light with wholesale prices ranging from \$2.25 and clear from \$3.20 to \$3.25. With a large number of mills closed and the transits pretty well cleared up, the market should show considerable strength within the next two weeks.

#### British Columbia

Vancouver, B. C., Aug. 10, 1917.  
The British Columbia shingle market is 15 cents to 25 cents off the prices prevailing 30 days ago. The demand is light and it is practically impossible to secure prices commensurate with the increased cost of production. Logs and labor are very high and shingle conditions generally are unsettled and, therefore, unsatisfactory at this time.

#### Oregon Pine Export

Routing quotation for export Douglas fir (Oregon pine) f. a. m. mill, differentiating ports for the months August-December, 1917, is \$10.00 for the "1" list, less 2 1/2 per cent and 2 1/2 per cent for cash.

The charge for marking material at one end when so ordered by the buyer is 10 cents per M feet, net cash, not exceeding three letters. Lengths on one end malletted in 15 cents per M. Lengths on two ends malletted in 25 cents. Lengths and dimensions on one end malletted in 25 cents. Charges for parcel shipments, specified lengths and other conditions as per "H" list.

#### Routing f. a. m. mill prices for sawn

lumber—August-December  
loading, less 2 1/2 per cent and 2 1/2 per cent for cash are as follows:  
4x6—6 and 8 feet.....\$20.00  
6x6—6 and 8 feet.....20.00  
6x8—6 and 8 feet.....21.00  
8x8—6 and 8 feet.....21.00  
6x10—6 and 8 feet.....21.00  
8x10—6 and 8 feet.....21.00  
6x12—6 and 8 feet.....21.00  
8x12—6 and 8 feet.....21.00  
6x14—6 and 8 feet.....21.00  
8x14—6 and 8 feet.....21.00  
6x16—6 and 8 feet.....21.00  
8x16—6 and 8 feet.....21.00  
6x18—6 and 8 feet.....21.00  
8x18—6 and 8 feet.....21.00  
Switch ties up to 17 feet long, advanced by one foot or fractional part.

of one foot, \$1 per M higher than 8-foot ties of the same dimensions.

#### Shipping Charges

Barging charges—Steamer Seattle or Tacoma if ordered at time of purchase, net cash.  
One hundred thousand feet or over, \$1 per M additional over 75 M feet and under 100 M feet add \$1.25. 75 M feet and less, lump sum of \$100.  
Barging if not ordered at time of purchase to be charged as above plus 50 cents per M for all lumber that had already been cut and delivered on Mills wharf.

#### Bulking Export Cargo Rates

From North Pacific ports to Wellington, Lytleton, Auckland, Dunedin and Sydney, 1917, 1918, Melbourne and Adelaide, 1918—Callao and Valparaiso, 1918; Capetown and other South African ports, 1918—  
Bulking Coastwise Cargo Rates to San Francisco Bay  
From—Mendocino ports, \$1. Humboldt Bay, \$1.25. Coos Bay, \$1.50. Columbia River—Willapa harbor—Gray harbor—Puguet sound quotations temporarily suspended. (Last rate quoted, \$1.25.)  
To Southern California Ports  
From—Mendocino ports, \$1. Humboldt Bay, \$1.25. Coos Bay, \$1.50. Columbia River—Willapa harbor—Gray harbor—Puguet sound quotations temporarily suspended. (Last rate quoted, \$1.25.)  
To Hawaiian Islands  
From North Pacific ports—\$18-\$19.

#### European War Will

MAKE HUGE DEMANDS  
ON AMERICAN LUMBER

Russia May in Time Be Most Formidable Rival of U. S. in Industry.

By Fred Lockley.

When Dr. E. E. Pratt, who at that time was chief of the bureau of foreign and domestic commerce, was in Portland last October, he said in an address before the forest industry conference: "Aside from the lumber needs of Europe due to the destruction of war, there will be a deficit of over \$400,000,000 in the normal supply. It will require at least this much more to replace the ravages of the torch and the destruction of war in France, Belgium, Poland and the other warring nations. Making all allowances for buildings that will not be replaced and the curtailment of consumption there still remains a demand that will probably exceed a billion feet of lumber in the year following the declaration of peace."

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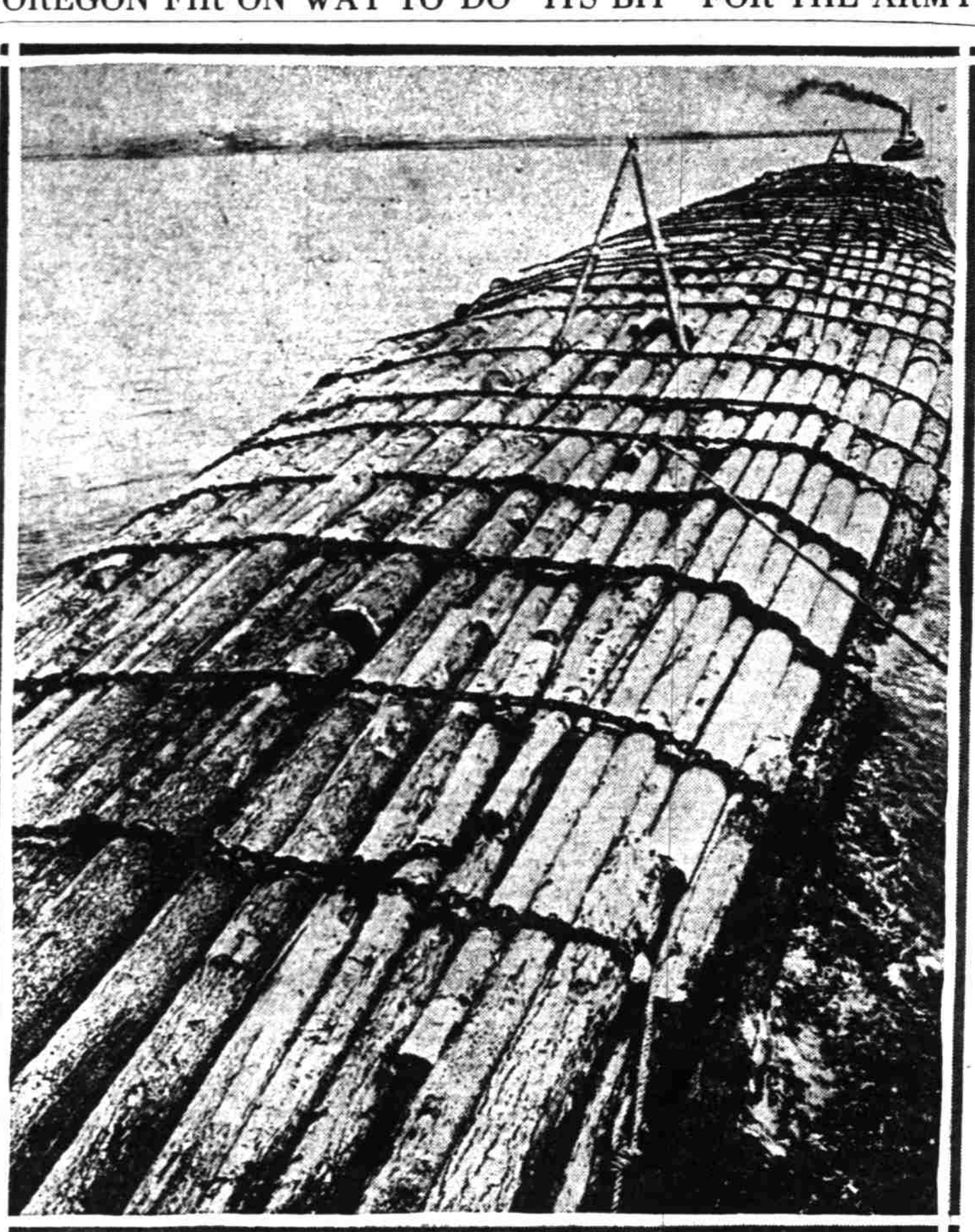
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## OREGON FIR ON WAY TO DO "ITS BIT" FOR THE ARMY



Sea-going log raft on its way from the Columbia river rafting works of the Benson Logging Co. to San Diego, via the Pacific ocean. These logs are now being sawed into lumber for army campments.

## Lumbering Basic Industry of the Northwest

### Oregon's Share in Its Prosperity to Be Large

There are few men in the Pacific northwest entitled to speak with more authority on the lumber industry than George Cornwall, editor of the Timberman. When the federal farm loan board was conducting its hearings in Portland last September, George Cornwall was asked to tell something of the relation of the lumber industry to agriculture. In his talk before the board, he gave some very interesting figures on Oregon's lumber industry, figures that are well worth preserving. In the course of his talk he said:

"The lumbering industry of the northwest is a very close interdependence. The success of either affects the other very materially. Taking up the lumber and timber business, the states of California, Oregon, Washington, Idaho and Montana have a stand of timber estimated as follows by the government forestry officials:

**Figures Are Compared**  
Montana.....1,174,000 feet  
Idaho.....1,174,000 feet  
Washington.....1,174,000 feet  
California.....1,174,000 feet  
Oregon.....1,174,000 feet  
Total.....5,700,000 feet

**Annual Cut**  
The annual cut of lumber in the United States is as follows:  
Montana.....117,400 feet  
Idaho.....117,400 feet  
Washington.....117,400 feet  
California.....117,400 feet  
Oregon.....117,400 feet  
Total.....570,000 feet

The labor costs alone involved in the manufacture of this lumber will aggregate conservatively \$10 a thousand feet, showing a wage roll of over \$5,700,000 a year. To this must be added the army of railroad employees and stevedores, who are directly connected with the movement of lumber at the point of origin, which is not included in the actual labor cost of production—lumber.

**Duration of Industry**  
Taking the figures submitted as to the stand of timber, estimated at over 5,700,000,000 feet, and comparing 1913. In 1913, 42 per cent of all freight cars built were all steel, against 5 per cent of iron and wood cars, 27 per cent were steel underframe and wooden superstructure, while 15 per cent were all steel with the exception of the roofing and decking.

At least 50 per cent of all roofing now being manufactured represents some substitute for shingles. Substitute roofings have increased over 200 per cent in the past decade which means the elimination of about one and a half billion feet board measure of lumber. Brick sales have increased at least 50 per cent since 1900, while since the same date the use of concrete and steel products have increased over 300 per cent.

**Cement Is Gaining**  
Cement has increased in use about 60 per cent since the same date. In fact, if the cement now used in construction were reduced to board measure it would be found to equal more than one half the production of lumber, while since its introduction wall and plaster board have made heavy inroads on the use of lumber.

Oregon's future prosperity is largely dependent upon the development of the lumber industry, so that there should be an awakening by the owners of timber lands, the loggers, the mill

men, the dealers and the general public, to the need of better cooperation among them. The lumbering industry is a cooperative business, and the increasing use of lumber substitutes where lumber is equally useful.

This has been one of the busiest seasons ever enjoyed by Finke Brothers, cooper, 183 Madison street. Asked if prohibition had affected their business, Bernhard Finke declared:

"Yes, it has made it better than ever. It was. Hundreds of thousands of gallons of fruit juices are being put up this summer, and the business doubtless will increase from year to year. Our orders for this class of cooperage is greater than last season, and we anticipate constant yearly expansion of orders of this kind. The fishing interests, especially of Alaska, have made good demands upon us likewise. We have shipped between 4000 and 5000 fish barrels to Alaska this season, and vinegar makers of the

## SPRUCE SITUATION IS BROUGHT OUT FULLY BY AIRPLANE DEMAND

Recent Visit of Delegation of  
Airmen to Portland Gives  
Impetus to Industry.

### BIG SUM WILL BE SPENT

Aircraft Bill Provides for the Expenditure of the Immense Sum of \$60,000,000.

Some very interesting facts were brought out during the recent visit to Portland of the delegation of airmen to invest in the spruce market in the Pacific northwest. The delegation consisted of Lieutenant Colonel L. W. H. Rees of the British royal flying corps, Major R. Peretti of the Italian aviation service, Captain Henry Douff of the French aviation corps, E. T. Allen of the council of national defense, representing the aircraft board of the United States, and William C. Cladesyne, the Curtiss Airplane company. Portland's citizens packed the auditorium to the doors to see and hear the gallant and distinguished visitors.

Among the interesting facts brought out by their visit is that our own country and our allies will require 11,000,000 feet of spruce during the next 12 months, the price to be paid being \$105 per thousand feet.

#### Much Lumber Wasted

Of every 1000 feet of spruce purchased but 167 feet on an average are really used in the construction of the airplane. In a recent statement relative to the part to be played by America in the aviation struggle in the air for victory, Howard Coffin of the council of national defense and chairman of the aircraft board said:

"The program for which \$60,000,000 has been provided by the aircraft bill must be carried out with promptness equal to that displayed by congress in passing the measure. It is a task demanding all the initiative and power of American industry for its consummation, and just for that reason, one to which the nation will respond. All world's records for industrial development of a new art must be broken. Whatever crimes may later be laid at the door of those who are to direct this work, that of inaction, slowness in accomplishing must not be one of them. We are prepared to go ahead at once with the expanded plans which the appropriation makes possible."

#### Word of Caution

"One word of caution only need be said here. Time, material and organization are the main elements in any manufacturing industry. Under ordinary conditions at least a year would be required for the manufacture of the aircraft which this program demands. Yet

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