

Willamette Basin's Log Traffic Booming



Yamhill river is considered the only navigable tributary of the Willamette. Large quantities of logs from the Coast range move into the Willamette via this stream (below) and its single lock at Lafayette (above).

Logging Ahead

"We look for a continued growth in the upper river log traffic from year to year and there should be a great expansion of forest industries all the way down the valley and into the Roseburg area," wrote George F. Cornwall, managing editor of *The Timber*, Portland's international lumber journal, to *The Statesman* on August 30.

Announcement came last week in Salem that the Charles K. Spaulding Logging company was opening a new tract of timber on the Rieckreall, which would double its output of logs for the Willamette river traffic.

The following article and accompanying pictures are reproduced from the August issue of *Mr. Cornwall's* magazine, by special permission.

By GEORGE F. CORNWALL

Time was, when virtually the entire log supply of Portland and Columbia river sawmills originated at points below the mouth of the Willamette. From Deep river to Vancouver on the Washington side and from Young's bay to Scappoose on the Oregon shore, a score or more of railroad logging operations once poured a steady stream of logs into the water. Many of these concerns have passed from the scene and several of those remaining are owned by sawmill companies which offer fewer logs each year for the open market.

As the peak of production on the Columbia passed, logs came in increasing quantities from the Tillamook branch of the Southern Pacific, a traffic which has since declined with the removal of the timber handy to the line and the great Tillamook fire of 1933. Large scale salvage operations, however, still make the Tillamook county timber an important factor on the Columbia river log market.

The mid-Columbia section between Vancouver and Wind river on the Washington side and that from Bridal Veil to Hood River on the south bank have likewise assumed importance in recent years as primary log sources. Then too, the decline in the lower Columbia river production by the former railroad operations has in part been taken up by a heavy truck log production in the Astoria-Seaside area.

Now another great shift in the direction of log traffic is in progress, with the upper Willamette river taking its place in the picture. The navigation locks at Willamette falls at Oregon City are literally swamped with log traffic which has reached a volume of nearly a million and a half feet a day. Scores of rafts now pass down-stream through Portland harbor in charge of diminutive diesel tugs, taking over the business of the old stern wheels which puffed their way up from the lower river.

Logs passing through the locks at Oregon City originate at river points as far south as Corvallis.

The heaviest offerings come from Canby, Albany, Salem, Newberg on the Willamette and from Dayton and Lafayette on the Yamhill river, only navigable tributary of the Willamette.

Logging concerns using the upper Willamette river as a part of their log transportation scheme, range from small one-side camps with a bit of light equipment and a few trucks to companies producing as much as 600,000 feet a day with large fleets of company-owned and leased trucks. Hauls to the dumps on the Willamette and the Yamhill rivers vary from 30 to 60 miles or over. Logs are coming into the Yamhill dumps over the Salmon river cutoff from the west flank of the Coast range as far south as the Siletz river country. It is significant that the oldest form of transportation has been teamed up with the most modern—the motor truck—for nearly all logs dumped into upper Willamette river booms arrive by truck. One notable exception is the Crown Willamette Paper company, whose Siletz logs are shipped in gondola cars over the Southern Pacific to be unloaded at the company's private dump above the falls. Nearly all of these logs are consumed by the big paper mill at West Linn, at the head of the Oregon City locks.

Phenomenal Increase Noted

Log traffic through the Oregon City locks was relatively unimportant three years ago, when only 21,000,000 feet were passed through for lower river sawmills. The following year, 1939, saw a seven-fold increase when 146,000,000 feet were handled. Another great stride was made in 1940 when the locks were called upon to pass 260,000,000 feet of logs, and 1941 will see this figure almost doubled again. Records kept by the US army engineers show the following totals for the first six months of 1941:

Month	Feet
January	16,785,000
February	20,920,000
March	33,350,000
April	40,240,000
May	43,950,000
June	44,465,000
Total	199,465,000

Figures covering the log movement through Oregon City locks by points of origin for the year 1940 are made available through the courtesy of the US army engineers:

Point	Feet
Canby	89,885,000
Newberg	29,662,000
Dayton	23,092,000
Lafayette	13,115,000
Salem	56,125,000
Albany	47,105,000
Corvallis	300,000
New Era	570,000
Pulp Siding	280,000
Total	260,134,000

Increasing dependence upon the Willamette valley and Oregon coast region as a source of timber supply for lower river mills focus attention upon the inadequacy of the navigation locks at Oregon City, which have been taxed to capacity by the steadily mounting volume of log traffic. US army engineers now have plans in readiness, pending congressional appropriation, for a single lift lock 56x400 feet to replace the obsolete facilities, consisting of four 36x175-foot locks, quarter mile of canal and a guard lock.

Willamette Falls

Aerial view of the falls of the Willamette river (above) at Oregon City, showing the 68-year-old canal and locks through which logs move to the lower river. They may be seen at the bottom of the picture, passing along the mill buildings of the Crown Willamette Paper company.

(Above photo by US army engineers; other photos courtesy of *The Timberman*.)

The new lock will cost between \$2,500,000 and \$3,000,000, according to present estimates, sufficiently large to handle any log movement that may be offered.

Locks Completed in 1873

The present locks at Oregon City were completed by private enterprise in 1873 and operated as a toll concession until 1915, when the lock company was taken over by the war department. History relates that the locks were formally dedicated on January 1, 1873, by the Willamette Falls Canal and Lock company. It was a cold, dreary day, and the dull proceedings were enlivened only by the bountiful supply of champagne on the river steamer bearing prominent guests from Portland.

During 1940, logging camps using the upper Willamette river as an adjunct to their transportation facilities supplied approximately 20 per cent of all logs consumed by sawmills in the Portland and Columbia river district. Neglecting the factor of over-run this figure is based upon the total lumber production of 1,896,000,000 feet reached by the mills last year. Log production by sawmills maintaining their own camps on the lower river amounted to slightly over 600,000,000 feet. This leaves roughly 1,200,000,000 feet of raw material to be supplied by market logging concerns. Figures reported by US army engineers covering log movement through Oregon City locks show a total of 260,000,000 feet which is roughly 20 per cent of the total volume of market logs consumed by Portland and Columbia river sawmills.

It is obvious that the 1941 production of lumber by these mills will show a substantial increase over 1940 and a figure of over 2,000,000,000 feet is already indicated. At the present rate the movement of logs from the upper Willamette is likely to reach 400,000,000 feet for the current year, hence all factors being considered, it is not at all unlikely that up river logs will

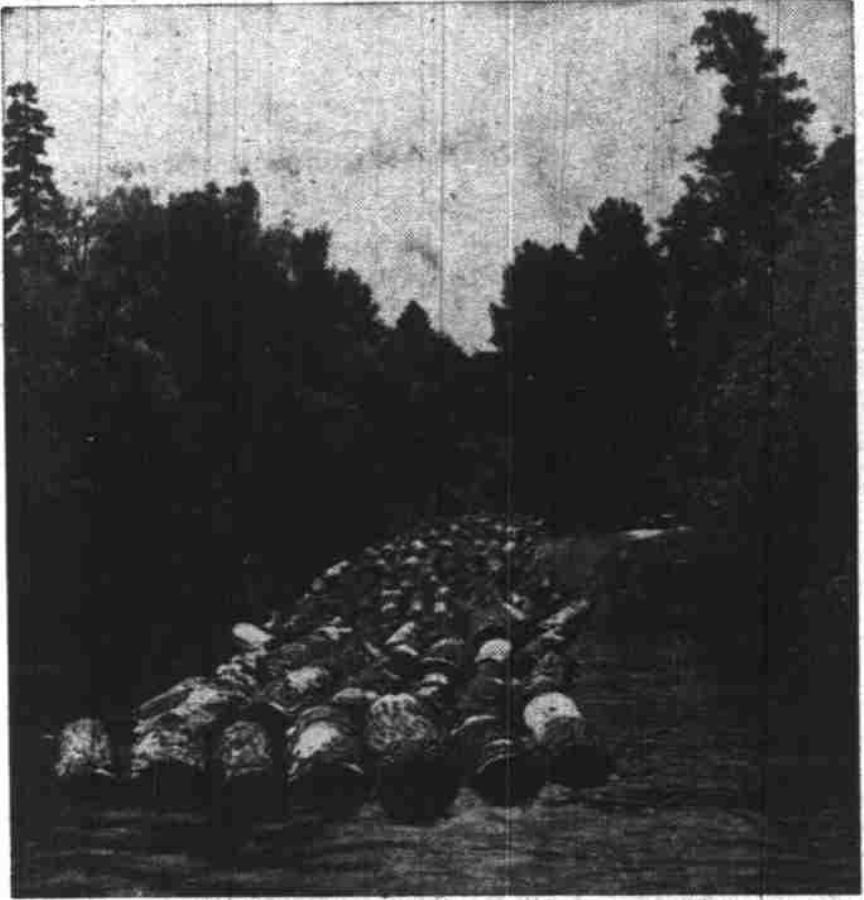
account for a quarter of the total consumed in 1941.

Logs from Clackamas county, are dumped along a comparatively short stretch of river near Canby, into the booming grounds of Ostrander Logging company, Caffall Bros. and William Tull. Nearest the locks is the dump and sorting works of Crown Willamette Paper company, where spruce and hemlock pulp logs are handled for the Oregon City paper mill. These logs are drawn from areas east, south and west, including the company's own logging operations at Siltcoos lake. Weatherly dump and sorting works and the McVey boom in the vicinity of Newberg are the terminals on Willamette river below the Yamhill for logs drawn largely from the coastal region via the Salmon river highway. Other important dumps are located at Albany and Salem.

Yamhill river is an interesting, sluggish stream draining the eastern slope of the Coast range which provides an outlet for a big volume of logs from the east flank and coastal area transported over the Salmon river highway. It is the only stream entering the Willamette used for log traffic though it carries a smaller volume of water than several streams flowing out of the Cascade. Along lower stretch of the Yamhill are the Wheeler, Cunningham and Gardner dumps and near Lafayette is the Weatherly dump, some eight miles above the mouth. Logs put into the Yamhill river at Lafayette, must pass through a single lift lock to reach the Willamette. This lock, completed about 1900, when the decline of river transportation had already set in, has, like Oregon City, been enjoying a marked revival with the growing upper river log traffic. This lock is identical in size with the units at Oregon City, 36x175 feet, with about five feet over the sills. In the month of June, 1941, over 4,000,000 feet of logs were passed. Lock service at this point is maintained eight hours a day.

A good many logs produced along the Alsea highway reach the water at Corvallis, about the head of navigation on the Willamette. Among the Columbia river mills receiving log supplies from from this distance is Stecco, Inc., of Vancouver, Wash., involving a tow of nearly 100 miles. Inland Boom company at Albany, along with other dumps in that area, handles logs from the Lebanon-Sweet Home district and other Cascade districts, as well as timber trucked through Corvallis and over the Willamette river bridge into Albany.

At Salem, booms are maintained by the Chas. K. Spaulding Logging company and by Pope and Talbot, Inc., the source in both cases being timber on the east side of the Coast range west of Salem, Pope and Talbot logs are towed about 90 miles to the company's sawmill at St. Helens.



Familiar scene on Salem streets and the city's waterfront is presented by huge, loaded log trucks, such as this one (above) "snapped" in the Yamhill area.



Typical of the many log dumps along the Willamette is this big one (above) operated by the Molalla Logging company near Canby and designed to handle 600,000 feet a day. Twenty-eight company-owned trucks and 20 contract units making hauls averaging 30 miles use its facilities.

WISE ... or Otherwise

By ETHAN GRANT

I have just received word that my grandfather is dead. He lived nearly 100 years. He married my grandmother, who survives him, when he was 19. He was a big man, with strong shoulders, sharp blue eyes and a high forehead. When I last saw him, three years ago, he was still as straight-spined as an oak post.

How he managed to survive so long this constantly changing world is little sort of amazing. For all his life he stood flatfooted smack in the path of progress. Although a southerner, descended from three generations of southerners, he was from the beginning on the wrong side of the Civil war question. Moreover, he was an inveterate republican, where in the south the cigars are all democrat.

He never smoked nor drank. He never owned an automobile; because, he said, he was waiting until they were perfected. He once had a telephone, but it annoyed him, so he had it removed. When people annoyed him, he also removed them; by saying things, quietly, to them that they could never forget.

He was never in step with the majority. He had a queer notion, for instance, that man should keep at least a year's supply of food laid away at all times. He had enough provisions on hand to stock the larder of an ark. He bought things he needed with things he didn't need, and probably saved 90 per cent of all the money that ever came into his hands.

Time was what he had the most of, and he never hurried. Darkness was for sleeping and bed-time was regulated accordingly. Summers, when man was supposed to grow crops for winters, God had made the nights shorter, so man would have more daylight for working. The long nights of winter were for resting. He suffered few ailments, and none which he could not cure with his single remedy: calomel.

He lived in a house that was built about the time of the Declaration of Independence. It was of oak and walnut timbers, hewn with a broadax, and sat on a flintstone foundation. It took a man a year to chip the huge flint cubes for the chimney and the fireplace.

His home was 30 miles from the nearest city and 15 miles from the nearest railroad. On clear winter nights when the wind was right, we could sometimes hear a train whistle. The roads were bad and a trip to the city, usually by wagon, took a day, to go and a day to come.

When I was a child, my grandfather had a beard that was prodigious. It was red, and it covered his whole front, clear to his pants top. A few years ago, my aunt got him into a barber shop. When the barber got through with the beard, my grandfather looked like Charles Evans Hughes. He never forgave the barber — who was probably a democrat and thought all elderly republicans should look alike.

My grandfather often said, "Never give advice. A wise man doesn't need it and a fool won't take it." But he did advise me once never to argue with a fool or a drunk, because neither ever had anything to lose. All the academic knowledge he ever got came from two books: the Bible and the Blueback Spealer, both of which he virtually memorized.

His whole life was devoted to a single purpose: traveling straight to Heaven strictly according to his own interpretation of the rules of the road. If he got there he did it solely on his own steam, for he had no use for the physically fit who thumbed his way at the expense of others.

Swiss Grow Tobacco For Oil in Seeds

BERN—(P)—Since tobacco seeds contain good quality oil for household cooking and industrial uses, Switzerland has ordered that more tobacco must be permitted to go to seed. Because seed does not mature when the leaf is at its best stage, this means a reduced leaf crop. Switzerland already was dependent upon its own sources for most of its tobacco because of war barriers, and cigaret manufacture was expected to be curtailed.


Sooooo Boss!

CRISFIELD, Md.—(P)—"Peeping Toms" had been reported in various parts of town for a month. So a small posse of police and citizens answered one woman's call that a "Peeping Tom" was at her house. The posse crept up quietly. Standing near the window, munching flowers and weeds from a window ledge flower box, was a cow.

Soup a La Truck

LONDON—(P)—Three hundred and fifty trucks are to be used for a distribution of hot meals through-out bombed areas of Britain. Driven by members of the Women's Volunteer Service, each truck will be equipped to supply 800 bowls of soup and 400 portions of stew and potatoes at one time.

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Lillie Madsen Goes to the Fair, Notes Unusual Flower Exhibits

By LILLIE L. MADSEN

Gladioli and dahlias certainly predominated the floral show during the past week in the agricultural building of the state fair. In fact, these were almost the entire show. There were a few small exhibits of other blooms, notably some tuberous begonias and mixed arrangements of the later summer flowers. The usual display of roses was missed by many. We are hoping there will be some good fall rose shows put on by some of the garden clubs.

Speaking of garden clubs; the Garden Club booth was a very

nice addition to the floral department at the fair. Here some interesting material was displayed, as well as a collection of garden books from the state library. Chairs were arranged about the booth and visitors were invited to come in and make themselves comfortable. Each time we wandered around in that direction, quite a number had availed themselves of the invitation.

The pink autumn flowering amaryllis from the Franklin gardens was very popular in the garden booth. Several visitors asked if the amaryllis could really grow out of doors. Those on display proved the point themselves. This bulb thrives best in a fairly rich sandy loam. A position facing south, near the wall of a house seems to suit it.

But more interesting to some than even the amaryllis were two other flowers in the garden club booth. One was the Komnys coultier, the matilija poppy, and the other was the tiny

flower with the anything but tiny name: *lapyrosia*.

The latter is an African bulb with red flowers — although there are also blue flowering ones. It is a dainty freesia-like bloom, but without the freesia fragrance — which, incidentally, we missed. It succeeds best in a light porous soil in a somewhat sheltered spot. The matilija poppy is by no means new, having been cultivated since 1845, but one does not see it any too often in this locality. It is called a "California" flower, but the Joe Van Cleave says it has been perfectly hairy

with them so far. It grows wild in southern California, spilling over the border into Mexico. Down south it is called simply Matilija, with the "h" given the Spanish "h" sound.

The Matilija is difficult to transplant because of its lack of fibrous roots, and it takes considerable time to establish it. We have seen large clumps (like small hazelnut shrubs) growing in the vicinity of Riverside, California, and around Santa Barbara, too. There it seems to grow readily enough. The Matilija reaches much larger proportions in the south. In its native dry rock soils it grows like a little tree. Good drainage is essential in its culture.

The dahlias really surpassed the gladioli this year in the state fair show ring. There were, however, some very lovely and a few unusual gladioli. The white-edged Oregon Rose, the bright red Paul Gampel, the pink New Zealand Splendor, the bluish Max Rega

and the mahogany Vagabond Prince were among our "picks."

There were a large number of very neat smaller dahlias this year which we greatly admired. Those great enormous dahlias we think are lovely at the fair but we always felt sort of hopeless with them in garden or house. The little single mahogany red Chancellor (or Volk Kanzler, as it was called in some booths) with its yellow stamens, stole the entire flower show as far as we were concerned. It certainly was a little beauty. The Bishop of Landaff was another miniature which was well worth a second glance. The tiny little Windroy,

the velvety Market Jewel and the waxy white gardenia-formed Coronne, were others especially attractive to us.

Of the larger dahlias we found delightful such ones as Bellegrace Glory, a rich red; the perfect Rosebud, the white ball Snowqueen, the Scarlet Big Ben and the yellow cat's-pawed Victoria.

24-Count 'Em!

CORDOBA, Spain—(P)—Jose Plata Alcalde had so many children that he knew what to do when the government offered 5000 pesetas (about \$415) to the biggest provincial family.

Jose and his wife, Dona, came to Cordoba from the sun-baked village of Chiorla. With them in tow were Juan, Pedro, Manuel, Fernando, Alfonso, Rafael, Basilio, Rosario, Ana, Manuela, Rafaela, Antonia, Carmen, Angeles, Catalina, Alfonsa, Salud, Rosalia, Josef, Pascuanta, Concepcion, Basilio and Rita.

And Jose was.

Elementary, My Dear Watson

MEMPHIS—(P)—A nine-year-old Memphis lad is doing right well financially. He bags his game in soda fountains, offering to tell a man his first name and the name of the woman he first loved—for a small fee.

The answers: Baby and Mother.

Just Goes to Show

ATCHISON, Kas.—(P)—The Atchison Globe reports this incident as proof of the unreliability of gossip: An Atchison citizen killed a possum in the henhouse. Within 24 hours word-of-mouth accounts of the incident said the fellow killed (1) a bear; (2) a gorilla; (3) a man; furthermore, that the man (4) was seven feet tall, weighed 300 pounds and carried seven revolvers.

For Once It Was Cop Who Needed an Alibi

CHARLESTON, SC.—(P)—Three Charleston women, noting a police car parked beside a fire hydrant, left the following note on the windshield: "We wish we could give you a ticket because we know you'd give us one—Citizen."

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