

The Daily Morning Astorian.

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WHAT SOME LUMBERMEN ARE DOING.

It is estimated that 200,000,000 feet of logs will be put into Eagle river, Wis., this winter.

The season's cut of lumber at La Crosse, Wis., will be about 65,000,000 feet, as compared with 100,000,000 feet for last year.

Notwithstanding the low stage of water at Eau Claire, Wis., the mills are daily sawing a total amount of 1,350,000 feet of lumber.

The Sandy River Lumber company, of Maine, is shipping dimension and hardwood in large volume to Cuba and South America.

The White River Booming company, at Whitehall, Me., has assorted the last log of the 120,000,000 feet which came in as the main drive.

John Dice, of Thomaston, Me., struck a perfectly sound cedar limb while digging a well, at a depth of twelve feet, in a bed of solid gravel.

McKinzie Brothers & Campbell, of Kirkland, Canada, have this season shipped away over 20,000 cedar telegraph poles, for the Western Union company.

Complaint is made of the severe destruction of oak trees in Hetch-Hetchy valley, Nevada, by the Paiute Indians, who recklessly fell them to get the acorns.

In the east venices are in demand in all sizes, and large quantities for building purposes, and a great many are used for the tops of sewing machine boxes.

The N. Ludington company, at Marinette, Wis., has in its mill, and the experience is that the cost is 50 per cent. above that of Wisconsin, and the light 100 per cent. higher.

The Forest Falls Mill at Yreenville, Me., are making extensive improvements, which employ regularly 150 hands. For fire 1000 cords of poplar are annually consumed.

Walker & Broth, of Minneapolis, Minn., have finally begun manufacturing their patent saw-dust and pent fuel. The machinery for the purpose is at work in Leighton's mill.

The tooth-pick factory at Harbor Springs, Mich., which is being established by Cleveland, Ohio, capitalists, will consume 200,000 cords of wood annually. The building will be 30x124 feet.

Dyer & Hughes, of Foxcroft, Me., manufacture annually 2000 cabinet organs. The factories consume year by year 200,000 feet of pine, 100,000 feet of bass wood, 100,000 feet of walnut and 100,000 feet of veneer.

Up to October 1st the total export of forest products from Alpena, Mich., was 111,265,000 feet of lumber, 6,234,000 shingles, 4,246,000 lath, 112,000 ties, 71,000 posts, 3600 telegraph poles and 300 cords of cedar.

Henry Poor & Son, of Boston, have a factory at Wm. Me., which annually consumes 7000 cords of bark, one at Medway which consumes 5500 cords, and one at Lowell that consumes 3500 cords.

L. H. Durell & Co., of Foxcroft, Me., consume annually 2500 cords of bark in the manufacture of spools, the estimated value of the resulting product being \$40,000. In the factory thirty hands are employed.

H. O. Syles, of Boston county, Me., is said to have recently felled a tree from which he made 1200 feet of lumber, 120 rails and six cords of wood, and enough of the tree was still left to construct a fish story.

C. K. Dutton has a big turpentine farm near Live Oak, Fla. It embraces 18,000 acres of pine timber, upon which five stills are operated, employing 250 hands, 42 mules and six horses. The annual product of this farm is estimated at 175,000 gallons of turpentine and 14,000 barrels of resin.

Gilmour & Co., of Trenton, Ont., have this season increased the capacity of their mill one-third, and have erected a number of shingling for their employees. The firm keeps 200 locomotives and 100 cars in service for handling and shipping lumber. There are 20,000,000 feet of lumber piled in the yards.

Bell & Hickey, of Ottawa, Ont., have sold lumber limits on Montreal river, a tributary to the Ottawa, 300 miles above Ottawa, covering an area of 104 square miles. The consideration was \$255,000. The limits include what is called the finest lumber farm, as the Provincial phrase goes, in the whole Ottawa district.

A sale of timber limits in the Georgian Bay, in Canada, belonging to James McLaren and others, on October 18th, resulted as follows: Limit 48 sold for \$200,000 to Thomas Kenney, and also limit 56 for \$320,000; limit 63 to James Worthington for \$24,500; limit 64 to Thomas Kenney for \$25,000; limit 72 to James Worthington for \$15,000. The sales in all amounted to \$110,000.

NEWS OF THE NORTHWEST.

Seventy men have been discharged from the Northern Pacific shops at New Tacoma by orders from the East.

The Bellingham Bay Railway and Navigation Company's surveyors, in charge of Chief Engineer Sheets, are locating the line through Whatcom.

There are now four slave camps in operation on Sanish slough. The slaves are being made for the San Juan lime kilns. They bring \$4.50 per thousand.

Last Monday morning 125 laborers at Portland were discharged from the employ of the N. P. railroad company. It is said their places will be filled by Chinamen.

Last Saturday afternoon smoke was distinctly seen to rise from the south side of Mount Hood. The smoke did not rise in a continuous column, but came in puffs.

On board the ship *Richard III* at Seattle, is a mallard duck which sighted on the deck while the vessel was on her voyage up from San Francisco, and has since remained on the ship.

Capt. Montford, in charge of the coal bunkers at Tacoma, reports that on the ship *Leonard* was loaded with 1500 tons of coal in nine hours, and the loading of her entire cargo—2100 tons—was completed in seventeen hours.

The Port Townsend *Argus* tells this remarkable story: Mr. Frederick Crozier, a well known and reliable citizen of Clallam county, avers that he caught a silver salmon in the Dungeness river the other day that had concealed among its "inwards" a \$20 gold piece made in 1880.

There will very probably be a dispute between Shoshone and Kootnai counties as to which county the new mines are located in. It seems that the mines are located on the summit of the Coum d'Alene range of mountains and that forms the boundary between the two counties.

The Spokane Falls *Chronicle* says: The train of Walla Walla wheat which was sent as a test to Minneapolis has proved to be too soft in its quality for Minneapolis mills, and was sent to Duluth to be sold in Eastern markets. The Minneapolis millers are accustomed to hard wheat, hence the experiment of marketing Walla Walla wheat in that locality is a failure.

The Ogden *Pilot* claims to have it from good authority that the Union Pacific directors and managers have in view making the inspection just completed of the Oregon Short Line the idea of constructing feeders to it at various points. After constructing 50 miles or more of the main line it is thought to be the intention of the managers to commence the building of three branches of feeders and run them to all important places in the adjacent country.

Mrs. M. E. Ziglar evaded quite a sensation at the Villard House Friday night, says the *Pendleton East Oregonian*, by stealing her child from its father. The parents have been separated since last the father retained the child in a box of about five years and the mother going to Portland, where she has been a waitress in restaurants. She came upon the train Tuesday last, and Wednesday visited a farm a short distance from this city where the child was kept, and made its keeper promise to send it to her yesterday. In the evening Mr. Ziglar brought the boy to the hotel, and just after dinner Mrs. Ziglar enticed him up stairs while his father was settling his bill, and mother and boy disappeared. Ziglar spent the night in fruitless search, only to learn that mother and child were provided with a private conveyance by which they fled early in the evening for Washington Territory. The scheme was a bold one and most successfully carried to completion.

The Roseburg, Oregon, *Plaindealer*, says: The number of Chinamen passing through here from the front during the past week has caused no little comment. We learn from good authority that when their jobs are done they are discharged and then proceed to the East. A large force of tracklayers will be organized in about a month under the supervision of Mr. Waite and will lay track to a point about four miles north of Astoria, where the supply station will be established. It will take about three weeks to complete the work, and the work will be pushed forward rapidly. From present appearances it would seem that Villard was running short of money and likely to suspend construction at any time. However, we hope that this is not the case and that we will have through communication by rail with San Francisco before 1885.

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