

What of the Future?

You fellows who are working in the mills and camps of the Klamath country are looking forward to the time when you can get better obs with bigger pay.

The Lumberlogue

has arranged a free correspondence course in lumber so you can fit yourselves for these jobs that are open almost daily.

Absolutely free

It doesn't cost you one red penny. Just send your name and address to The Lumberlogue, in care of The Evening Herald; we'll do the rest.

You can't lose

Here's one time when you fellows really get something for nothing. There are no books to buy; nobody's got anything to sell.

Send your name and address to

The Lumberlogue

We'll do the rest

OREGON PIONEER REPORTS STUDIES

F. B. Hough Says "Don't Blame Indians" in Re-

In "Report upon Forestry" by F. B. Hough in 1882, which is a report on his studies in the west made to the United States department of agriculture, the following account by William Phillips, a pioneer of Clackamas, Oregon, is found:

"When I came to this country in 1846 it was almost perfect in all its wildness. With a few exceptions not a tree or a shrub had been touched by the hand of man. Thousands of wild Indians roved over the prairies or hunted game in the almost impenetrable forests. No fires had run in these forests for hundreds of years, the Indians being careful not to let the fire get out, lest the grass should be burned from their horses, on which they had thousands, or lest the game should be driven from the forest in their section of the country. Large trees, 3 or 4 feet in diameter, stood in these forests, with the accumulated debris of hundreds of years lying around their base, with not a single sign of fire about them. But early in the summer of 1847, when the immigrants, who had set out to seek homesteads for themselves began to arrive, fires, got started in the forests, and the summer being dry they burned the whole summer. Millions of acres of as fine forest timber as can be found on earth today were burned over and killed. Whole forests of red and yellow fir, of the giant arbor vitae, and of hemlock and tamarack were destroyed by those raging fires. The smoke was so thick that we could hardly see the sun at midday, and people complained of sore eyes and oppressed breathing. The ashes car-

ried by the winds became a nuisance in and about our homes, but at length the fall rains came, put out the fires and drove away the smoke, so that the people could breathe freely again, and get a view of the country, and of the ruins of the forests which had been her greatest boast. A million of dollars would not repair the damages done by fire during that season."

PORTLAND IS CENTER OF COAST INDUSTRY

Over 800 Million Feet of Lumber Cut in Portland During 1924

Portland is the center of the Lumber industry in the northwest and is the largest lumber exporting port in the world. Exports during 1924 amounted to 359,509,000 feet or 578,854 tons. The total shipments of lumber from Portland have shown a steady increase year by year being 222,555 tons in 1919 and 982,245 tons in 1924. Lumber is shipped from Portland to the principal ports in Europe, the Orient and Australia with occasional shipments to the Mediterranean and to Africa. Shipments by water also are made to California ports and to eastern and gulf ports of the United States.

The lumber cut of Portland's 23 mills during the year 1924 amounted to \$10,311,000 feet with the cut of the Inman-Poulsen mill of 200,000,000 feet, probably the largest of any single unit mill in the world.

There are more than 200 firms located in Portland engaged in the manufacture and sale of forest products. Many mills located at some distance from Portland maintain sales offices here. Besides the mills in Portland there are 21 mills on the Columbia river, between Portland and the sea available for water cargo. With the 395,000,000 feet of standing timber in the state of Oregon there is enough to keep all mills in operation at the

present time busy for more than 100 years and the policy of re-forestation in force at the present time and the action of the government in allowing only a certain percentage of their stand to be cut each year, will cause such new growth of timber so that a supply will be available almost indefinitely.

TURNER BACK

Noel Turner returned to work Monday morning after spending a weeks vacation in Ohio. His place as planer boss in the Pelican Bay planing mill was taken by Ed Stewart while he was away.

JOIN ELKS

John H. Johnston, locomotive engineer for Pelican Bay, and Bill McMillan, who is gyping for the Modoc Pine company were in town Thursday night and were initiated into the Elks. Both left for their respective camps Friday morning, apparently no worse for the experience, but declaring that they expected to get a huge boot out of the first initiation when they would be on the sending instead of the receiving end.

\$25 reward for the seizure and arrest of the person who stole Charley Messner's gin-poles.

Wins Indoor Tennis Crown



Introducing Mr. Jean Borota, new national indoor tennis champion. Borota, a member of the French Davis cup team, and known as the "Bouncing Basque," is the first foreigner ever to have won the honors. The Frenchman added to his achievement by helping to cop the doubles crown as well. Vincent Richards, 1924 king, didn't defend his laurels in the tournament. Borota, by virtue of his stellar play, is expected to aid the French aggregation greatly in international matches this summer.

Milling Around

The following letter was received by the beloved editor of a large city daily, who was supposed to be a refined spinster, but who was in reality a go-getting young gentleman holding the beloved job while waiting for another chance.

Dear Harriet Heart—
I am going with two girls, one of them plain and poor, the other beautiful and rich. I love the plain one. Which one should I marry?
Yours, Doubtful Lover.

By return mail Doubtful received the following terse reply:—

Dear Doubtful:—By all means marry the one you love, and send me the address of the other one.

In South County lived two old farmers, both very keen on a horse trade. After a long session of haggling John sold a horse to Henry.

Henry: Now, John, that we've traded and there is no comeback to it, what are the outs about the horse?

John: You've allus been frank and aboveboard with me Henry, and I am goin' to be just as frank and fair yith you. That hoss ain't got but two faults.

Henry: What are they, John?

John: Waal, the first is, if you let him out in the pastur' with nothin' but a halter on he's damned hard to ketch; and the second is, when you do ketch him he ain't worth a damn.

Among those who have not been sitting up nights writing inaugural addresses are John W. Davis and Robert M. LaFollette.

Exultant gloat of the boosters of Louisville:

"If eight men started from their respective homes in New Orleans, Dallas, Omaha, Minneapolis, Toronto, New York City, Charleston and Jacksonville, and traveled by the shortest and quickest routes until they met, they would shake hands sixteen and one-half yards north of the customs house on Fourth Street, Louisville, on a sewer cap midway between the trolley pole and a fire plug."

"Hubby, how much do you love me?"

"How much do you need?"

It was raining in Los Angeles on the morning of the eclipse, and one enterprising youngster was yelling his wares.

"Polper! All about the end of the world being postponed on account of the rain."

EWAUNA CAMP NEWS

Hans Anderson, foreman of the steel laying gang, had his leg broken at the ankle while clearing a landing for laying steel. He is in the Blackburn hospital for treatment.

W. H. Fairbanks, pump man here has just returned from the Falls after resting up a couple of weeks after an attack of the flu.

Joe Truchon is highly elated over his Studebaker car since it has been overhauled. Joe pulls all hills on high.

Dewey Byrne, a bookkeeper here had a large experience early one evening with a supposed employe of the kitchen when he refused to sell the kid a package of Camels. The person turned out to be a red haired woman.

Carl Cummings, civil engineer here, spent a glorious Friday afternoon in a mud hole with his big Hudson. Hard on the new coat of paint, isn't it?

Frank Potter of Shaw-Bertram's camp, after making this camp a pleasant visit Sunday, had his troubles in a mud hole on the way home. Rather tough for a fat man.

A large new saddle tank American locomotive is being put in operation to haul the log trains this season. Joe Carey, the engineer, stepped rather high after he had shoved seventeen loaded flats up a two and one-half percent grade.

Fred Schallock was up from the Falls to see his new locomotive put in motion the first day.

MAN WANTED

Wanted, to hire a competent sheepherder, by month or year. Must be a good man.—Apply to Master-sawyer Frank Gabriel, Swan Lake Moulding company, South Sixth St.

JOHNSON IMPROVES

Alex Johnson, who lost a thumb and finger at the Ewauna planing mill last week is reported to be improving rapidly.

Repairs by Mail

—Isn't it simple to be able to mail your old shoes to a man that has years of experience in repairing shoes. One who has all the modern equipment that he could possibly find use for. And have this man fix your shoes just like new and pay the postage. There is no excuse for anyone wearing worn out shoes.

Mail in a pair Today

Goodyear Repair Shop

Next to Herald Office
W. W. Connors

Proprietor

FINE

Lathe Work and Machine Work

Sawmill and box factory men are fast learning our work satisfies. For speed and accuracy, bring your rush jobs to us!

Acme Motor Co.
400 Sixth Phone 680

Electric

WELDING

Send in your suit

Have it cleaned and pressed and waiting for you when you hit town!

Ask the boys in camp—they know that we do good work.

KLAMATH DYE WORKS

431 Main Cleaners and Dyers Phone 408
Hats Cleaned and Blocked

EXPERT WATCHMAKERS

30 years' experience at the bench—18 in Klamath Falls
Send us your watch—We'll repair it and return it promptly
All work guaranteed

Frank M. Opp H. S. Marley
1018 Main Street