

THE KLAMATH LUMBER LOGUE

Established March 9, 1925

A weekly paper for the men and women employed in the lumber industry of Klamath County. Issued Every Wednesday.

A. H. Raymond Editor

Wednesday, October 14, 1925

FOOLISH BUILDING REGULATIONS

The lumber industry has done much towards standardizing terms and measurements, but often this has been accomplished in spite of building regulations in various cities.

A dwelling in Charlotte, North Carolina, must have floors of sufficient strength to support a load of 100 pounds per square foot distributed over its entire area, while in Milwaukee the same floor need be designed to support only 30 pounds.

Building codes are a necessary protection against ignorance and stupidity. It is essential that they be based on truth and fact, but too often they have been based on precedent which was established on an insecure foundation.

PERSONAL LIABILITY FOR FIRE CARELESSNESS

Personal liability for damages arising from fire on account of the alleged gross carelessness of another will be given its first test in the courts of Georgia as a result of the filing of one of the few suits of its kind, in the Bibb County superior court.

Mass meetings of civic bodies and citizens have been held to correct conditions that will result in increasing insurance rates if not abated, and the city courts are invoking fire hazard laws and assessing heavy fines for their violation.

When the public once awakens to the fact that property owners, who carelessly or willfully permit fire hazards to exist on their premises, cause thousands of dollars of useless expense to other citizens in the shape of necessarily higher insurance rates, there will be a more general demand for fines and penalties to be charged against such property owners who are responsible for loss by fires.

In the present case the defendants were notified to clean up their property. All notices were ignored and accumulations of trash were permitted to exist with resulting fire losses to adjoining property.

It Did Seem Funny

At Camp Grant, during the unpleasantness, the officers had difficulty in getting the proper salutes from the men. Lecture followed lecture, but apparently to no avail.

A Negro private met a captain one morning and greeted him with: "Howdy, boss."

Followed a long tirade from the captain on the correct way to salute a superior. The buck listened in silence, scratched his head and finally replied: "Lawdy, boss, if Ah'd thought you was gwine fit so mad about it, Ah wouldn't of spoke to you a-tall."

One On Him

Passenger (from car window) — "Hey, you darn fool, here goes the train and you haven't put my baggage aboard."

It's the Upkeep

"Why so depressed, Brown?" "The horrible cost of living, old chap; constant bills for materials, paint and shingling."

"What, houses?" "No, daughters."—Life.

Obedying Orders

The station master on the East Indian Railway had been given strict orders not to do anything out of the ordinary without authority from the superintendent.

"Tiger on platform eating conductor. Please wire instructions."—Exchange.

Cobbs & Mitchell Co., Calsetz, will resume logging about the first of October.

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WELDING

Unusual Cold Marked The Winter Of The Blue Snow; Nothing Like It Ever Since

(Reproduced by special arrangement with Esther Shephard, author of "Paul Bunyan." Published by the McNeil Press, Seattle, price \$2.00.)

"The winter of the Blue Snow, ice froze so fast it froze warm and was too hot to handle. Lake Superior froze solid to the bottom. In the spring Paul had to haul the ice all up on the shore to thaw it out, and then he had to re-stock the lake with fish.

"I know myself—just to show how cold it was—from actual experience. I was sitting by the stove one evening taking off my shoes. When I went to get up to hang up my sock I found the bench was frozen to me, in spite of the fact I was sitting three feet from a red-hot stove.

"We had to have a lot of whiskey in camp that winter of the Blue Snow, naturally, for like I said that was the only remedy that would help in case of a bite from a snow snake. And you'd have to get it quick too—you couldn't stand around and wait for it very long.

"And so Paul—he was pretty nice about anything like that and tried to take good care of his men all ways—had a big trough put up, and that was kept full all the time, and a dipper hanging by always handy, but even that wasn't enough. There used to be so many around all the time, and then besides it was hard to get the supply to fill the barrel.

"Well, that was the winter of the Blue Snow, but I mustn't forget the Spring of the Deep Mud that came after it, for where the snow'd been six feet deep that winter, the mud, that spring, was sixty times six feet, like the Good Book says. And the ice roads stood up twenty feet out of a lake of mud on each side.

"That's the way they ice roads was, though, generally. Built of solid ice that way and packed down

good, they wouldn't melt down near so fast as the snow on the sides, and in the spring pretty near always they'd be standing up high that way, after the snow was gone.

"Paul was quite a hunter. For real hunting he used to load his gun with railroad spikes—until Jim Hill got so prosperous he bought them all up so Paul couldn't get no more—and for small game like squirrels and rabbits he generally used pieces of haywire cut up into lengths of about an inch.

"The spikes was good because if he shot them lengthwise like he generally did they made a deep clean hole and didn't cut the meat up none.

"Paul had a big hunting dog called Elmer that he took along for big game. Elmer had an extra long nose so he could get the scent of most anything, and short ears that stood straight out away from his head so that he always could hear good.

"One winter Paul heard tell of an extra big buck down in the lake country, so he took Elmer and the blunderbuss and started. They hunted all the way down to Detroit that morning and around by Flint and up north again, and Paul could see by the tracks that it was a big buck.

"Paul was delayed just when he got close to the buck—had to rescue a boy from a stamp ranch who had fallen into one of the tracks. Paul couldn't leave the boy to drown so he lost some time pulling him out.

"Along towards sundown he got the buck and then it dawned on him he didn't have any way to get the carcass back to camp. So he gave it to a man named Armour who lived on a ranch there, and that was the start of the Armour meat company. Armour canned the meat and supplied the Russian army with it for two years."

PORTLAND FIRM ENDS BIG DEAL

PORTLAND.—Sale of approximately 175,000,000 feet of timber covering nearly eight sections of land in township 2 north of range 6 east, Skamania county, Wash., from Hiram W. Sibley of Rochester N. Y., to the Western Spar company of Portland, was concluded here late yesterday.

The purchase price was not announced, but it is known that a couple of years ago the owner's price was \$3 a thousand feet. One authority placed the purchase price at \$350,000.

With the acquisition of this timber it was announced that \$450,000 of new capital had become interested in the company and that A. R. Rogers, banker and lumberman of Minneapolis, Min., and a large holder of Oregon timber lands, and Theodore B. Brown of Portland had become directors.

The timber purchased is old

growth yellow fir and is within reach of the Greenleaf Lumber company's logging railroad which, after it is extended, will enable delivery of logs into the Columbia river to be rafted down to the Western Spar company's sawmill at Warren, 24 miles below Portland.

This mill's floating capacity will be increased from 75,000 feet daily to 200,000, according to plans now under consideration.

The timber acquired from Sibley, added to the Western Spar company's original holdings, will enable production on a large scale for a long period.

The Wespar Logging company, a subsidiary of the Western Spar company, will carry on the logging operations on the recently acquired tract, it is announced.

H. B. Murphy is president of the Western Spar company; George E. Murphy, secretary, treasurer and logging manager, and C. W. Calver, vice president and lumber sales manager. For some years the Murphy brothers have operated in lumber on the Washington side of the lower Columbia river. Their Portland headquarters is in the Porter building.

50 FIRES FOUND BY AIRPLANES IN FOREST SERVICE

Fifty New Blazes and 198 Old Ones Reported by Patrol

45 FLIGHTS ARE MADE

12,915 Miles Are Flown in Total of 141 Hours Flying Time

EUGENE.—Fifty new forest fires were discovered and 198 old fires reported on by the four airplanes assigned to forest patrol work at Eugene and Vancouver, Wash., between July 8 and September 9, according to a report just made by the forest service and received at the local offices.

In the 45 flights made from the two stations 12,915 miles were flown in 141 hours flying time. It is estimated that 847,775 square miles were covered by their observations.

The two planes stationed at Eugene made 27 flights, covered 437,975 square miles, flew 7045 miles in 80 hours flying time. They discovered 45 new fires and reported on 93 old ones. Lieutenants DeGarmo and Loomis were pilots.

From the Vancouver station the two planes made 18 flights, covering 409,900 miles, flying 5370 miles in 61 hours flying time. They discovered five new fires and reported on 105 old ones. The officers in charge were Captain W. G. Lox, the late Lieutenant Schuyler Priestly and Lieutenant Miller.

The planes went out only on call, making reconnaissance flights to aid in checking up on reports from lookouts and to look over the forests when it was too smoky for lookouts to see.

Log Permits Are Granted by Court

COQUILLE.—The county court in session Tuesday granted permits to haul logs to the following applicants: Stinson & Whittington on Gravel Ford road; W. G. Whobrey on county road from M. H. Dement farm to Morris farm and on Hoffman bridge; Powers road; Dennis McCarthy from Lee to McKinley and Frank Barber from North Bend to Empire.

Ouch!

Young Mawks had decided to enlist and go to war, and his wife was objecting. "But, darling," he argued, "even if I were killed, just think how fine it would be to be the widow of a hero!"

"Oh, no, Wilfred," pleaded the young wife earnestly, her mind reverting to a familiar proverb. "I would rather be the wife of a live jackass than a dead lion."—Exchange.

Not Safe

Bride (to salesman)—"Please, sir, I'd like a little oven." Salesman—"Er—pardon me."—Selected.

OUT OUR WAY



Ye Social Whirl

Edited by Juniper Jellison Joynes

Receipt of the following letter has so unnerved us that we were unable to get any more items for this column this week. The letter is self-explanatory. We apologize, of course. We're used to it.—J. J. J. Pellean Community Club Klamath Falls, Ore. Oct. 7, 1925.

The Lumberlogue, Attention Miss Joynes: In the October 7th issue of the Lumberlogue (Ye Social Whirl) you said:

"Although the party was really given by Sheik Dusty Ben Hannon, Sheik Earl Ben Wright assisted in pouring to such an extent that he was really one of the hosts."

"This is a mistake which I insist be corrected.

There was no pouring done by either myself or Sheik Earl Ben Wright.

In the early stages of the party we drank from the bottle and later when Sheik Ben Wright became so intoxicated that he couldn't drink from the bottle in the proper manner (see Book of Etiquette, page 696, par. 10), I went down to a store and bought a nipple and put it on the bottle and he got along very nicely for the balance of the evening, and you should have seen him sitting on the floor, drinking from his bottle, cooing and saying "baby loves his bottle."

Really, Miss Joynes, the little darling was just too cute for words.

However, when we saw this issue of the Lumberlogue we were both very indignant for we learned long ago from Howard Winnard to never pour it. He claims he once lost 4 or 5 drops that way. Hoping you will correct the error, I am

Very truly yours,

DUSTY HANNEN.

P. S.—Miss Joynes, Mr. Wright wants a date some nite next week.

Dusty. P. S. S.—I vouch for his conduct. D.

Building In Lumber Town Hits Record

Two Million Figure IS Seen For This Year

LONGVIEW, Wash.—Two million dollars worth of residential and business building for 1925 is the expected record for this three-year-old city on the Columbia River, half way between Portland and the sea. Building for the first nine months of 1925 totaled \$1,844,098. The balance of \$159,000, if the average for the other months is continued, will be raised in thirty days.

March was high month of the year with \$349,700; January was second with \$285,478. September building amounted to \$174,308 and in only one month of the year did the total fall below \$160,000. Building in 1924 amounted to \$1,685,742, a total already exceeded in 1925 by more than \$155,000.

These figures do not include work done on the huge plants of the Long-Bell Lumber Company nor other industrial developments that will run well into the millions.

In addition to the building, Longview's 1925 street improvement program, costing approximately \$1,400,000, is now 90 per cent complete. The 1925 program has added the equivalent of forty miles of concrete of highway width. The actual mileage of concrete paved streets added in 1925 is fifteen miles as Longview has many wide thoroughfares. A unique feature is that all this paving is laid in hexagonal slabs rather than in squares or rectangles.

Steamers Handle Much Coos Lumber

MARSHFIELD.—A total of 6,652,964 feet of lumber, valued at \$243,472, was exported from Coos Bay to the far east on four Japanese steamships during September, according to the monthly report of the local United States customs office.

In addition one ship carried 1,850,000 feet of lumber to the east coast during the month.

The total export feet for this year now amounts to 43,877,346, valued at \$1,426,007. The total feet cleared to the Atlantic coast this year is now 14,287,006.



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Lumberlogue,

Klamath Falls, Oregon.

No.

Gentlemen:

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