

LOGS EASILY HANDLED

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and climb heavy grades with ease, and bring in an average of eleven cars loaded with logs of all sizes. The logging camp is situated on the backbone of a ridge high above the main camp, and here are two loading stations, where numerous puffing and whistling donkeys operate.

The ride up to the logging camp is interesting. We passed several spurs, one of which had just been abandoned; a work train of eleven men being engaged in removing the ties, rails and other material to be used in the construction of new roads leading out to new and unconquered fields of spruce and fir. Some cedar is found and worked up. The road is full of curves, which the engine and train easily negotiate. The logs are taken down to the log dump on the Tillamook river below the main camp. Here, a trainload of logs is dumped in to the river in a few minutes. During the high tides, and even the ordinary ones, rivermen run the logs to the big boom still further down on the river, where they are made into rafts and taken up the Trask river; thence, into Hoquarton slough to the big mill at Tillamook, where they are soon reduced to lumber of varying sizes and dimensions. The excess logs are sent to the Whitney mills at Garibaldi, but the greater part of the logs are manufactured into lumber by the Coats mill.

One of the most fascinating sights is the work in the logging field. There are fourteen donkey engines working in the woods in the various logging camps. In the camp and woods 145 men are employed. In the mills at Tillamook 90 men are used. The total payroll is \$30,000 a month. Between 80 and 100 carloads of lumber are shipped from the local mill each month.

Local trade takes from four and a half to five million feet of lumber a year. The firm also turns out about 8,000,000 shingles each year. Add to this about 9,000,000 lath annually. The production of the mill goes to Australia, Japan, California, New York and the middle western states. Japan uses hemlock and fir which is cut up into squares, 4x4 inches and up. The Japs use whip saws operated by hand to further reduce the size.

Up in the woods, wherever you find a donkey-engine you also find a high-lead pole, usually a big fir, from which radiate from 6 to 10 guy wires, of varying thickness, made of the best steel. Through blocks these wires extend out for a distance of 1500 feet, and attached to the main wire is what is called a choker. These cables never fail to bring in sticks that weigh from 4 and 1-2 to 5 tons, and which contain from 2,500 to 3,000 board feet, in the average log. Away down in some canyon, perhaps out of sight, are the hook tenders who apply the choker to the logs and give the signal to haul in. And right here comes an illustration of blind, senseless, unreasoning force, controlled by the agency of the human mind. The donkey-engine with its steam power starts the force, and the steel cable and the relentless choker hauls the log toward the loading dump. There is a fascination about watching the progress of a log on its journey. It leaps, crashes, tears and crushes everything in its road. The tops of trees on the ground are pulverized; the ground itself is furrowed deep, and in some cases opposing small trees are torn out by the roots before the impact of the oncoming log. But it gets there at last, scarred, perhaps, but uncomplaining. Then the wire with its dangling choker chains, swings back and downward toward the canyon, and races like a thing of life, in quest of another log. Modern logging gets the logs.

Away back in a canyon there is a puff of smoke and dull report. The powder man is busy shooting choker holes, and he carries deadly dynamite in a sack slung over his shoulder but is light-footed and sure. It behooves him to be. Dynamite is another blind force that doesn't know "gee from haw." Use it carefully, and it is a good agent; carelessly, and you are on your way toward the zenith in bits.

Then there is the faller, who can lay a tree just about where he wants to. Experience teaches him the trick of falling a tree to the best advantage.

Then we come to the loaders who work in pairs. Each places a big steel hook in the end of the log, and the donkey-engine tautens the line, and the big log swings over the car, and is finally settled in place ready, with others, to take its free ride down the hill to the log dump. Great skill is required in loading the specially constructed cars in the logging train. The loader must know how to place the titans of the forest to that they will ride safely to the dump. Logging engineers and firemen are educated in the woods. They might not shine on the main line of a trans-

continental railroad; neither would the commercial railroad line man shine as a logging train operator.

Is there an element of danger in logging? Of course; but that is what makes it fascinating to the timbermen. It teaches quickness of the eye, judgment, backed by horse-sense; agility of movement, and quick calculation; and yet, men get hurt, and worst of all that blind, unreasoning force gets a boy for good, now and then. But one takes chances in any line of physical endeavor. So what's the difference?

A. F. Coats, the president of the Coats company, was born in the state of Michigan, a lumbering country of the past. His father was a lumberman before him, and as a boy, Mr. Coats worked up the line from a lumber-jack to his present position. He knows the business down to its smallest detail, and when he is in the woods, he moves about from place to place, his eye taking in the whole operation. The boys all like him, and he "joshes" them as he passes along, using their nick-names, and all have them. His humor is dry, but friendly. There are men who have worked for him for many years, and they still stick. Of course, they are good men, and nobody knows it better than A. F. Coats.

If the writer could write all his notes this article would fill half of the paper, but lack of space forbids. He has only attempted to hit a few of the high places. A camp like the Coats camp must be seen at first hand, by the eyes of the individual reader in order to get an idea of up-to-date logging operations.

Mr. Coats has spent 36 years in the logging and milling game on this coast, principally in Washington, where he still has large interests. Personally, he has lived in Tillamook for about two years, but his mill and holdings in this county were acquired in 1914. He estimates that his present timber holdings in Tillamook will keep him logging and cutting for a space of 15 years to come.

At the logging camp, A. T. McShane is superintendent. He has been with Mr. Coats for many years. Woods foreman, is Fred C. Miller, Sr., another man long in the service; the civil engineer is F. C. McGuire; time-keeper, A. J. Anderson; hook-tenders, Art. Marolf and P. A. Butts.

At the mill in this city, A. F. Coats, is president of the Coats Company; H. A. Franklin is vice president, and superintendent; C. H. Shultz, is sales manager; and Fritz Beltz is the secretary and treasurer; all competent men in their special lines of work.

Just received new line of samples of Nu Bone corsets from which to order. Be sure and try one. Eva Jeffers Millinery store—corner of 1st street and 2nd Ave., near Brown's Service Station.—Adv.

Klamath Falls—New hotel at Odell lake to be completed for 1924.

Bend—Union high school district formed here.

Roseburg—Modern bakery under construction.

Astoria—During August and September, Astoria moved up from 43rd to 38th place in cities of U. S. in postal savings deposits.

Have you tried Kimball's ice cream at the Eldee?—Adv.

State highway commission lets road contracts totaling \$296,750.24 in eastern Oregon.

Eugene baptists propose \$110,000 church structure.

OLD CAPE LOOKOUT IS NOT SURVEYED

Cape Lookout, which promontory extends out beyond the coast line into the Pacific about three miles in township 3 south and 11 west of the Willamette meridian, has never been surveyed, and is said to contain some good timber, spruce hemlock and fir predominating. It was originally withheld from survey with the idea in mind that it might be used as a location for the light house, which is now located on cape Mears. Along in 1886, Ezra B. Chamberlain took up a homestead claim just below the base of the south side of the cape, and at one time called attention to the government, by letter, to the fact that it would be a good harbor of refuge, during heavy north gales and head winds. The government looked the matter up, but nothing in that line resulted. Years ago, coastwise vessels often came in behind the cape to take shelter during an especially heavy norther; and on several occasions vessels have anchored in deep water south of the cape, and sent boats ashore for water and provisions. The Chamberlains, on such occasions, sold butter, milk, vegetables and meat to the ship captains. There is said to be plenty of deep water less than a quarter of a mile off shore, on the south side. During the summer months, when the winds are northerly, settlers below the cape go out in boats and usually have luck in taking plenty of sea fish. The cape, while it has never been surveyed, appears to have quite a width on the maps, but those who have hunted over it, say that it is quite narrow in several places. It is reputed to be the habitat of some big coast deer, which afford good hunting to those who have the endurance to scale its rugged sides.

NOTES OF PROGRESS

Eugene—State university will erect club house for Masonic students, to cost \$2,000.

Salem—Seventeenth street to be opened and paved to state fair grounds.

Pendleton buyers paying 10 cents a pound for lambs in car lots.

West coast sawmills cutting 20 per cent above normal.

Hood river 1923 apple shipments will total 1,400,000 boxes.

Yoncalla awards \$25,000 contract for water supply.

The Dalles dehydration plant will handle 4,000 tons cull apples.

Portland—Link-Belt Co. acquires plants and distributing houses of Meese & Gottfried Co. here and at San Francisco, Los Angeles and Seattle.

Senside—Pacific Power & Light will carry on reconstruction work.

Salem—Oregon growers' Assn. announce sale to Germany of large consignment prunes.

Forest Grove—Contract let for construction of more than \$2,000 worth of concrete sidewalk in city.

Ontario—Bids asked for building interstate bridge across Snake river on Oregon Trail. Structure will be 940 feet long.

The Dalles—1923 shipments fruit and vegetables doubled 1922.

Eugene—Presbyterians planning to build school of religion on site adjoining U. of O. campus.

ROOSEVELT IS LAUDED

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Roosevelt. His talk was well received.

Grand Chancellor Barrick also spoke feelingly of the splendid school structure and of the public schools of the country, and of the cause of education; its progress in this country from its inception in Colonial times. He thanked the visitors for their interest and presence.

W. F. Clarke of Portland, ex-grand representative, made a brief talk that met with the approval of the audience. He is a director of Portland schools, and is active in the cause of education.

Misses Phillippi and Church rendered a duet that found favor with the audience.

The next speaker was Frank S. Grant, city attorney for Portland, who prefaced his talk by referring to the picture of Abraham Lincoln, which he said confronted him when he entered the new school house in this city. He paid a deserved tribute to Lincoln, and sketched the ex-President's struggle for an education, the primary part of which was obtained before the light of a fire-place in a humble cabin in Kentucky. He contrasted the President's opportunities for education with those of children of today and also traced the common school from its beginning, during the early life of the republic, and said

"That the common school system had done away with the early ideas of aristocracy in this country, and put the people of the country upon a level of moral, social and religious equality. If this nation shall continue to be a democracy, its future will depend upon our common school system. The people should guard its system of education with jealous care; the life of the republic as originally constituted, depended upon the established system of education."

At the conclusion of the speaking, the public was invited to inspect the new school house, the home of Tillamook children.

The only criticism that could be made was the small crowd that attended these beautiful and impressive ceremonies, conducted by one of our most patriotic fraternal societies.

Step into the Millinery store on 1st street and see the beautiful line of Nu Bone corsets. You will want your measure taken and order one when you see them. Sold by Eva Jeffers Millinery store on First street.—Adv.

Pollyanna Shop
Hemstitching 10c Yard
Needlework and Gifts
Infants and Childrens Wear



MERCY ME!! After going to all that trouble to label my jelly, I can't tell quince from currant in this dark closet —

I MUST get an Edison MAZDA Lamp for that empty socket right away. And I'm going to keep an extra supply on hand right along. In the morning, I'll call at—

COAST POWER COMPANY
TILLAMOOK, ORE.

The right Edison MAZDA Lamp in every fixture will give you better light

INVOICE

OCT. 1, 1923

To Fall Inspection and Adjustment of Electrical Equipment \$4.50

(For trouble free winter driving)

INVOICE

FEB. 1, 1924

To Mid-Winter Repairs on Electrical Equipment \$21.00

(Caused by neglecting Fall Inspection)

Which bill will you pay?

Resolve today that this Fall you will have the Delco or Remy electrical system on your car fully prepared for the severe demands of winter driving.

Resolve that you will have it inspected and adjusted now, and thereby avoid midwinter troubles and repair bills.

Come to this Authorized Service Station. Pay the low cost of an inspection and adjustment now instead of an expensive repair bill later on, caused by neglect. Our service is expert, guaranteed, and reasonably-priced.

Nelson Electric Co.
TILLAMOOK, OREGON



THE COLUMBIA ARTIST

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DANISH DRAMATIC TENOR



will appear in joint concert with Dr. Emil Enna, under auspices of Monday Musical Club.

AT THE CHRISTIAN CHURCH

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General Admission 50c. Reserved Seats 75c

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A safe and reliable remedy for

COLDS AND LAGRIPPE

25 TABLETS 25c

Lamar's Drug Store

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LILLIAN TINGLE, SAYS

In answer to an enquiry regarding diet:

"Then probably you could use more milk to advantage. You mention only two quarts daily for two children and two adults, one of whom is trying to gain weight. The children would do well to have a quart or nearly a quart each, and you should have a pint at least for yourself and from a pint to a quart (according to his special needs, and his assimilation) for your husband. Then with the increase of milk you can easily cut down your meat and egg bill. "A good rule to remember is that for every extra half pint of milk used in the daily diet the other protein foods, such as meat, eggs, fish, cheese, may be reduced by two ounces without any dietetic loss. Milk is usually the least expensive and the most easily served and assimilated of all the protein foods."

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Both Phones Erwin Harrison, Prop.