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CENTRALIA

Centralia, Wash., Sept. 9, 1915.

Officials of the Onalaska Lumber Co. recently made a trip of inspection over the Newaukum Valley railroad, the line built by the company from Napavine to the new mill at Onalaska. The track has been laid to the mill. Some ballasting remains to be done yet before new rolling stock is put into service.

The Henry McCleary logging crews were given a vacation owing to the hot weather during August and an over-supply of logs. The output of the sash and door factory at McCleary averaged over 4,000 a week during August.

Several of the camps on the lower Columbia resumed operations last week after a shut-down of more than a month. Both the Wisconsin and Hammond camps are now busy, their forces being increased yesterday. The Cathlamet Timber Co.'s camp at Cathlamet is now running full blast with 160 men on the payroll.

Logging was suspended by the A. P. Perry Lumber Co. at McIntosh a week ago pending the completion of a mile and a half of new log road. There are enough logs in the pond to run the mill until the last of this week.

The Elbe Lumber & Shingle Co. has resumed operations. The company is building a new log road into recently purchased timber.

A bad fire broke out in the woods of the Chester Snow Log & Shingle Co. at Littell on Aug. 9 and burned for 48 hours before it was subdued.

At a meeting of the stockholders of the Walville Lumber Co. in Centralia on Aug. 14 the following directors were elected: J. C. Neville, J. H. Neville, Mr. Higgins, Maurice Langhorne, George C. Cook, J. C. Wilson and Robert Walker.

The state land commissioner yesterday advertised the sale of two tracts of timber on school land in Lewis county, located near Elma. The sale will be held in Chehalis on Oct. 5. The tracts are appraised at \$9233 and \$4678 and are subject to an easement for right-of-way for logging purposes granted to Wilson Bros. Logging Co.

Federal Forestry Inspector Jackson of Portland and Supervisor V. C. Wallace of the Washington Forest Fire Association made a recent trip of inspection over the forested districts of Southwest Washington, making a careful examination of all fire hazards. Mr. Jackson has charge of the federal forest fire-fighting force operating in Washington under the Weeks law.

Camp No. 17 of the North Coast Timber Co. at Ashford is now employing 100 men and it is reported that this will be increased in the near future. Edward S. Hall, who operates a shingle mill at Ashford, is cutting 80,000 a day. He has installed a double engine and is employing a force of 25 men.

The employees of the Leitch Lumber Co., who recently made a deal with the owners to operate the mill at Ashford themselves, have elected John L. Brady as manager. Mr. Leitch and son have been put on the payroll and will work with their former employees, who will operate until they have earned wages due them.

Faulkner & Whitlatch have assigned their property, a mill and timber near Rainier, to J. A. McKenzie for the benefit of their creditors. Their liabilities are \$3,418.

The Lincoln Creek Lumber Co.'s plant west of this city is running a night shift, being the first of the local plants to show this evidence of business activity.

W. H. S. Clark, the Winlock lumberman, last week received an inquiry from the Canary Islands relative to prices on a large order of ship timbers. A price was quoted by Mr. Clark that should land him the order.

Owing to an accident to the machinery, the Stillwater Lumber Co.'s plant at Vader was forced to close down Aug. 28.

The Eastern Railway & Lumber Co. closed its local mill on Aug. 27 to permit its employees attending the Southwest Washington fair on Centralia-Chehalis Day.

Arrangements have been made by the Vader Water Co. whereby connection may be made with the Stillwater Lumber Co.'s system in case of a fire in the town, thereby giving the town the same protection as the mill.

Three more huge spars, 80 feet in length and 32 inches in diameter, were turned out last week by the Ostrander Railway & Timber Co. and consigned to the government engineering department at the Panama Canal, where they will be used in construction work. The Ostrander mill turns out more big timbers than any concern in

the Northwest, as the plant is especially designed for this kind of work.

Frank Pearson is preparing to operate the old Smith & Prosser mill east of Oakville, which he purchased over a year ago but has never operated owing to the condition of the lumber market. Preparatory to the opening Mr. Pearson unloaded two large donkey engines last week.

Clarence Hubbard of Spokane last week attended a quarterly meeting here of the trustees of the Eastern Railway & Lumber Co. During his stay here he was the guest of R. P. Hubbard.

In August about 1,000,000 feet of Weyerhaeuser timber near Doty was destroyed by fire. The blaze was fought for 72 hours before it was finally placed under control.

After operating on quarter time for the last six months, the Nisqually Shingle Co. at Alder has again resumed full operation. Frank Shepard, president of the company, asserts that the increased orders are the result of the superior product being turned out by his concern.

The A. P. Perry shingle mill at McIntosh started up last Monday with prospects of a long run. The sawmill has closed down temporarily pending the completion of a mile and a half of additional logging road into new timber. Many of the sawmill crew will be put to work in the shingle mill.

The Doty Lumber & Shingle Co. has filed suit in the Lewis county superior court against Lewis county in an effort to recover \$257.89 claimed to have been paid in excess taxes. The company contends a piece of timber was assessed at \$1600 but that the valuation was placed on the tax rolls at \$7,170.

Carl Riggs, son of A. N. Riggs of the McCormick Lumber Co., is serving in the French hospital corps in the trenches in France. His enlistment is for four months and at its termination he will leave for Spain with a construction crew. He is expected home about the first of the year. Young Riggs graduated from Yale in June after taking a course in French and Spanish. He is on his European sojourn in an effort to improve his accent in both languages.

The Chehalis Fir Door Co., McCleary, started a ten-hour shift, after running short for several months.

TACOMA

Tacoma, Wash., Sept. 3, 1915.

Welcome rain, which came in the closing hours of August and continued more or less through the day of September 1, has ended the long drouth of six weeks, put out the forest fires, refreshed the dry pastures and the gardens, dissipated the smoky pall and generally made humanity rejoice.

There are indications of betterment in the lumber trade. Long delayed orders are slowly coming forward and even the railroads are showing a disposition to buy for construction of buildings and car material.

John Snyder, of the Tacoma Fir Door Co., is back from an extended Eastern trip full of confident spirit that a good fall business is in prospect. With factories running to full capacity and overtime in the East he said the payrolls are stimulating all kinds of business and building operations are showing up much better. The immense harvest and the high prices are making the farmers everywhere prosperous. He declared that with these conditions in the East and Middle West the lumber traffic and other industries of the Pacific Coast must surely have a share. He booked some good orders while on the trip.

Tacoma's imports in July showed a gain of \$852,302 over June, the total value being \$1,493,094. Foreign exports were \$2,798,351, a decline from the June record, due, shipping men say, to the scarcity of vessels for carrying cargoes to warring nations. Lumber exports during the month were 12,100,000 feet, valued at \$123,115; shipments to Alaska were valued at \$65,392.

Fire in a stock shed for dressed lumber near the Reliance mill operated by the Wheeler-Osgood Co., about the middle of August caused a loss of \$10,000; fully insured. The fire department, aided by the fire boat, saved the saw mill.

Two events of August were noteworthy in Tacoma, namely: the opening and dedication of the new St. Joseph's hospital, built at a cost of \$400,000 and operated by the Sisters of St. Francis, and the opening of the Tacoma general hospital, costing \$250,000. Both are equipped with the latest appliances for medical and surgical treatment and for the comfort of patients. A new home for the nurses in connection with the Tacoma general hospital is to be built at a cost of \$20,000.

There has been a little movement in the cargo trade during August. Steamer Bee arrived this week at the Eureka dock with a small cargo from San Francisco. She was booked to load lumber at Mukilteo for the South.

With 36 lumber cargoes clearing from Grays Harbor up to August 31, and four more due to sail that day, gave August a cargo record above the average for the year. In July 38 vessels cleared.

At the Japanese shipyards great activity prevails, no less than 43 ships being under construction, and many others are on the waiting list. The O. S. K. liner Panama Maru has been loading 7,000 tons of cargo at the Milwaukee dock, and two other O. S. K. steamers were due the first week of September to discharge and load heavy cargoes. The Blue Funnel liner Talthybius has also been taking on 1,000 tons at the Milwaukee dock.

Steamer Hawaii Maru, in making Victoria September 1, made a new record for Japanese steamers on the Japan-Sound run, making the voyage in 12 days with a silk cargo valued at \$1,250,000. This was the maiden voyage of the steamer. For her outward cargo the Hawaii will take about 13,050 tons of the local accumulated freight.

Steamer Owa Maru, of the N. Y. K. line, is soon to call here for freight, being due on the Sound September 8 with 5,000 tons of inward cargo and 112 passengers.

Royal Mail liner Marlonetshire finished loading general cargo at the Milwaukee dock September 1 and shipped to Seattle.

Steamer Alameda brought 1,800 tons of sacked copper ore valued at \$360,000 from the Kennicott mines.

Freighter Geo. W. Kenwick, of the Grace line, arrived at the Tacoma smelter August 31 with 1,400 tons of ore from the West Coast. She will take general cargo and 1,200 tons of flour on the return voyage.

Stephen T. Mather, assistant secretary of the interior, in charge of National parks, accompanied by several officials, spent several days in the Tacoma-Rainier National Park and declared that everything possible will be done by his department to open this wonderful playground to the people.

Tacoma bankers, which include many lumbermen among their directors, are planning to entertain large delegations of bankers September 10 numbering between 1,500 and 2,000 who will attend the American Bankers' Association at Seattle. A buffet luncheon at the Tacoma hotel, automobile tours of the city and excursions to Mt. Tacoma are among the diversions planned.

The Washington Pipe & Foundry Co., Tacoma, has been awarded the contract for wood pipe and fixtures to extend the water system of West Morton. Included in the contract is 2,500 feet of 4-inch pipe, to stand 100 pounds pressure.

President J. M. Hannaford, of the Northern Pacific railroad, while here a few days ago, said the railroads would give a good deal to know a remedy for present business conditions. The farmers, he said, have big crops and are getting big prices, mines are working under heavy pressure and everything is as it should be for an immense business, but nobody is spending any money.

A committee of the West Coast Lumber Manufacturers' Association met in Tacoma September 3 to discuss co-operation with the Interstate Commerce Commission in investigating lumber conditions. Traffic matters were chiefly discussed. At the meeting were J. G. Dickson, T. E. Pierson, E. B. Hazen, J. N. Teal and Thorpe Babcock, secretary of the association. After a general discussion in executive session it was decided to have Mr. Teal, of Portland, counsel for the association, attend the meeting in Chicago September 15, when representatives will be present from the various lumber districts of the United States.

Generous bequests by two prominent residents of Tacoma have been made for the completion of the Ferry Museum in connection with the State Historical Society's building adjoining the Stadium. Mrs. R. L. McCormick has given \$10,000 for the construction and completion of the Robert Laird McCormick memorial hall in memory of her husband who was president of the State Historical Society and of the Ferry Museum. He was also secretary of the Weyerhaeuser Timber Co. Henry Hewitt, Jr., the well known timber owner and lumber manufacturer, has agreed to give the

balance necessary to complete the building, estimated to be from \$10,000 to \$12,000. Mr. Hewitt succeeded Mr. McCormick as president of the Historical Society. A building committee consisting of W. C. Wheeler, president of the Wheeler-Osgood Co.; Chas. H. Hyde, president of the West Coast Grocery Co., and W. W. Seymour, a financier and former mayor, was appointed to proceed with the work.

The Chilean bark Nelson, Captain August Sainz, 78 days out from Tocopilla, arrived in Tacoma September 2 and shifted to Dupont to discharge nitrate. The vessel will go to Everett to load lumber for Australia. The Nelson is said to be a French ship 40 years old. She is one of a number of old ships taken by Chilean owners and placed in the trade. In the crew were several Germans who being unable to get home came north on the ship. The next vessel coming north with nitrates is the Chilean ship Cudzon under charter to Comyn, Mackall & Co., to load lumber outward from the Sound.

Schooners King Cyrus and M. Turner, loading lumber at the Defiance mill, completed cargoes this week. They are destined to Australia. The schooners are under charter to the American Trading Co., which also has the schooners Mabel Gale and Forester coming here to load.

The logging outfit of the Up Sound Logging Co. was towed to Vaughn Friday by a tug of the Milwaukee Tugboat Co.

Steamer Columbia, of the W. R. Grace line, arrived September 3 to load lumber and flour for South America inaugurating a new service between Tacoma and Brazil.

In market conditions lumber has stiffened up a little and a better inquiry is reported, some mills being compelled to operate night crews. Plenty of logs are in the market with prices quoted at \$6 for No. 2, \$8 for merchantable and \$11 for flooring. Shingles are looking a little better, dealers say, with slightly advanced prices in some instances.

Large delegations of chemists attending the convention of the American Chemical Society in Seattle were visitors in Tacoma today. They were shown through the plant of the St. Paul & Tacoma Lumber Co. and other industries as far as the smelter on the waterfront. Among the visitors was F. G. Cottrell, noted as the inventor of the Cottrell smoke precipitating process, which is used at the Tacoma smelter. Though the invention was worth millions, Mr. Cottrell generously gave it to the world. A large party of the chemists made the trip to Mt. Tacoma.

E. J. Barry, a well known electrical engineer of Tacoma, has been over to Potlatch, Idaho.

J. J. Dempsey, of the Dempsey Lumber Co., is spending a few weeks at the Panama-Pacific Exposition, San Francisco.

After a two months' trip through California, Chas. E. Hill, manager of the Tacoma Mill Co., Tacoma, is home again.

J. W. Dempsey, secretary of the Dempsey Lumber Co., has returned from a tour of several weeks in the Middle West.

SEATTLE

Seattle, Wash., Sept. 7, 1915.

From a cargo standpoint, the lumber situation is still unsatisfactory. There has been no change for the better nor any prospect of immediate improvement. There has been a slight easing off in charter rates, but freights are so high that foreign markets will not buy under present conditions with the result that few new orders are being booked. Lack of foreign inquiry indicates that there will not be much doing until freights recede or necessity compels the foreigner to stock up. Prices at this end are most unsatisfactory. One foreign sailing vessel is reported seeking at 175s for the United Kingdom with no takers.

The rail business has shown considerable improvement. Orders are more plentiful and prices have stiffened perceptibly. Some mill men report they are very busy with rail orders, and this situation appears to have taken a turn for the better. There is a better feeling among the trade, especially since the Oregon mills agreed to advance prices, a result for which Puget Sound manufacturers had been contending. The railroads have distributed a number of orders which have helped business considerably. Drop siding is scarce and all around conditions are much more hopeful.

The shingle trade is a trifle improved, but manufacturers were hopeful of a greater turn for the better. Just about sufficient business has been

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placed to keep those running employed and it is estimated that about 75 per cent of the shingle plants are operating. The capacity running is said to be slightly less than a month ago. Mills prices are about \$1.20 for stars and \$1.50 for clears. Shingles are strong at these figures with a slight tendency to advance. All in all there has not been much improvement.

Summarizing the charter market, George F. Thorndyke, a well-known broker, said to The Timberman: "The scarcity of tonnage has been relieved considerably within the last month. Some foreign tonnage has been offered which has not found business on this coast. Of course the owners are asking top prices, but the fact remains that they have not yet been able to fix their vessels at these freights. All the American lumber carrying tonnage on this coast has been engaged for months and is taken well into the future. Freights are practically about the same, 90s being paid for foreign vessels to Sidney and about 100s to Melbourne and from 95s to 105s respectively for American vessels. From all reports Australia is well stocked with lumber and is not in the market for any amount of lumber especially in view of prevailing high freights. This is rather an odd situation at this season, for with their summer approaching Australian buyers are usually in the market at this time of the year. The West Coast business is very dead, little or no business being done. Present shipments were contracted for months ago. The United Kingdom is not buying to any extent, although some finished stock and some of the better grades have been sold to this market. Most of these orders are going in liners, with rates holding up." Representing the owners, Mr. Thorndyke has chartered the American barkentine E. R. Sterling to the Schwager-Nettleton Lumber Co. The terms are private. The Sterling is now en route from Newcastle to Callao and is expected here for December loading. She will carry about 2,500,000 feet for Sidney.

The Stimson mills, Ballard, are busy, General Manager J. F. Ives reporting that he is furnishing considerable car material. This company is also loading the schooner Willis A. Holden for Sidney and Melbourne. This vessel will carry about 1,300,000 feet and the entire cargo is being furnished by the Stimson mill. The Holden will be ready for sea within a short time.

While Port Blakeley Mill Co. has cleaned out most of its stock at its Port Blakely yards, the company is still filling orders through other mills. The two Port Blakeley logging camps are operating and disposing of their output. No announcement has been made when the Port Blakeley plant will resume sawing. The schooner J. W. Clise, recently purchased from the Globe Navigation Co., put to sea from Port Blakeley, August 30, with 950,000 feet for Melbourne. The Clise and the Holden are the only vessels of this fleet yet chartered. Negotiations, however, are said to be on for the Wilbert L. Smith, William Nottingham and Alex T. Brown, and they are likely to be fixed very soon.

Dodwell & Co., agents for the Blue Funnel line, report that they are not at present quoting lumber rates to the United Kingdom by the steamers operating via Panama. The reason for this is that there is plenty of other cargo which is preferable to lumber. The lumber being handled at present was ordered under old contracts. Representatives of this firm state that were they quoting on lumber, freights would be about 225s. There is little lumber moving to the Orient by any of the regular lines. The present freight is \$16. The Blue Funnel liner Talthybius, sailing this week for Japan, China and Manila, will have about 300,000 to 400,000 feet of lumber, while the British steamship Machaon, leaving for Liverpool via Panama next week, will carry more than 1,000,000 feet of lumber.

There have been very few fixtures of American lumber carriers during the last month for the reason that practically all are engaged. Coastwise lumber freights, however, are still \$3.50 to San Francisco and \$4 to Southern California, these rates having remained practically stationary while offshore freights have been soaring.

Grace & Co. have been active factors in the export trade during the past month. At present this firm has the Peruvian barks Alliance and Belfast on Puget Sound to load for the West Coast. Cargo will be furnished at Port Angeles. The chartered steamer Columbia is now here loading for Panama and for Santos, Brazil, a new field which it is hoped to invade permanently. At Tacoma the Columbia will load 1,000,000 feet of lumber and 300 piling for the Panama Canal zone. The firm also has three other vessels en route from the West Coast to load for Peru and Chile. The Peruvian bark Callao will load at the E. K. Wood mill, Bel-

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lingham, the schooner Nuestre Padre, formerly Fred E. Sander, at Mukilteo, and the barkentine Stella, formerly barkentine Chehalis, at either Mukilteo or Port Angeles. This firm also dispatched the chartered steamer George W. Fenwick from Tacoma with 250,000 feet of lumber for Valparaiso and Arica in addition to 1,250,000 feet for the Canal zone. The latter order included 272 piling, 85 feet in length, with butts from 20 to 24 inches. Grace & Co.'s other shipments of the month included the following by their chartered steamers: Stanley Dollar, from Tacoma for Balboa, 357,000 feet; for Pisca, 84,000 feet. Nann Smith, from Port Angeles for Valparaiso, 200,000 feet Oregon pine. Alvarado, from Mukilteo for Palta, Pisca and Huacho, Peru, 331,000 feet. The Alvarado also took from Noyo for Peruvian ports 4500 feet of redwood lumber and 25,000 redwood ties.

The American steamer Isabella, under charter to Sudden & Christensen, left with general cargo, including 170,000 feet, from Knappton for Valparaiso.

Following a brief illness, Charles L. Foresman, a well-known lumberman, died in Seattle August 30. Mr. Foresman passed away at Swedish hospital after an operation. He was secretary-treasurer of the Sound Lumber Co., the Canyon Lumber Co., of Everett, and the Johnson-Dean Lumber Co., of Snohomish county. Mr. Foresman had been in the lumber business during the 25 years of his residence here. He was an active member of the Hoo-Hoo and the Seattle Chamber of Commerce. He was born in Williamsport, Pa., fifty years ago. He is survived by a widow, a daughter and a brother in Pennsylvania.

Henry S. Lyons, representing the New England Coal & Coke Co., owners and operators of a large fleet, was in Seattle last week, looking over the prospects for establishing a schedule of regular sailings between Puget Sound and Boston. He conferred while here with J. H. Bloedel, of the Bloedel Donovan mills, and with officials of the Merchants Exchange and Chamber of Commerce. Mr. Lyons' firm has several large steamers well adapted for freighting lumber. While here he concluded that he would have no difficulty in obtaining full cargoes for his steamers eastbound, but he is investigating further with a view of ascertaining what west-bound cargo might be offered. Another recent visitor was F. M. Hodgdon, engineer of the Port of Seattle, who looked over Seattle's harbor and terminal facilities. He was particularly interested in his visit to the plants of the Pacific Creosoting Co. at Eagle Harbor and the Colman Creosoting Works, Seattle. Creosoted piling is used extensively in harbor construction at Boston.

The Alaska Engineering Commission is still purchasing lumber products for shipment to Knik.



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Sept. 2, 1915

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82,100,000 Feet National Forest Timber For Sale

Amount and Kinds.—82,100,000 feet B. M., more or less of green and dead lodgepole pine, Engelmann spruce and Alpine fir tie timber.

Location.—Within the Wasatch National Forest, Utah, in Townships 1 and 2 North, Ranges 11, 12 and 13 East, Salt Lake Meridian, on the watersheds of the East and West Forks of Blacks Fork.

Stumpage Prices.—Lowest rates considered, 10c each for ties and $\frac{1}{2}$ c per linear foot for mine timbers.

Deposit.—With bid \$4,000, to apply on purchase price if bid is accepted, or refunded if rejected. Ten per cent may be retained as forfeit if the contract and bond are not executed within the required time.

Final Date for Bids.—Sealed bids will be received by the District Forester, Ogden, Utah, up to and including November 1, 1915.

The right to reject any and all bids is reserved.

Before bids are submitted full information concerning the character of the timber, conditions of sale, deposits, and the submission of bids should be obtained from the District Forester, Ogden, Utah.

When the steamer Admiral Watson was sunk in the local harbor August 29, she had 75,000 feet of government lumber on board. This order has been duplicated. The Commission is shipping north on the steamer Seward 350,000 feet of two-inch stuff for the construction of sidewalks at Anchorage. The Seward will also carry some heavy shipments of rails and machinery, the latter including ten ballast cars purchased in Portland. Ten additional ballast cars come from the government outfit at the Cello canal.

While August witnessed a number of very severe forest fires, the danger is now practically over with light rains falling. The few fires reported still burning are under control. State and government officials, however, had a strenuous time during August, and it is largely due to their vigilance and energy that the many fires did comparatively slight damage. The worst blazes were in Whatcom and Snohomish counties.

After lying idle for many months, the Norwegian steamer Admiral, formerly a whaler, has departed for New York. From Seattle the vessel went to English Bay, B. C., for a full cargo of shingles for delivery at Atlantic ports. She was chartered by C. Gardiner Johnson, of Vancouver, B. C., and took cargo from the A. P. Allison mill, Green Point Rapids.

The Charles Nelson Co. is operating its mills at Mukilteo and Port Angeles and shipping many cargoes. The new steamer Mukilteo, of this fleet, has just arrived on Puget Sound and will return to California with cargo. Another arrival is the steamer Falcon with the barge Charles Nelson, which have just returned from New York. The Nelson is loading at Port Angeles. This firm has chartered the steam schooner William H. Murphy, which has already made two voyages to the mills at Mukilteo and Port Angeles.

Among the vessels chartered for lumber and en route to Puget Sound are the following for J. J. Moore & Co.: Jap. SS. Komakata Maru, from Coronel; Br. bk. Lobo, from Port Augusta, South Australia. Comyn, Mackall & Co. have the following en route: Chil. Sh. Curzon, from Antofagasta; Br. SS. Saint Ursula, from Europe; Chil. Sh. Carlemapu, from Pisagua; Chil. Sh. County of Linlithgow, from Port Talbot, and Chil. Bk. Australia, from West Coast of South America.

It is reported that several cargoes for delivery in the United Kingdom are being prepared on the British Columbia side. The British steamer Orange River, reputed to be commandeered by the British Admiralty is now loading a cargo at Fraser River and Vancouver while the British steamers Lena and Karma are on the British side ostensibly for the same purpose. One of the largest full cargoes shipped from Puget Sound was that taken from Bellingham by the British steamer Jason, which cleared with 4,696,478 feet for British ports. This vessel belongs to the Blue Funnel line but upon her arrival at Vancouver she was taken over by the Admiralty and quickly dispatched with this large cargo. She is returning to England via Panama.

The steamer Minnesotan, of the American-Hawaiian line left for Hawaiian ports with the following in her cargo: From Seattle for Honolulu, fir lumber, 60,000 feet; lumber, 292,079 feet; rough lumber, 106,998 feet; shingles, 1,000 bundles. For Kahai: rough lumber, 4,393 feet. From Tacoma for Honolulu: shingles, 125,000; red cedar shingles, 3,000 bundles.

Several lumber carriers have just arrived on Puget Sound. The Chilean bark Nelson is discharging nitrates at Dupont before loading for the West Coast for Hind, Rolph & Co. The schooner Mabel Gale and bktn. S. G. Wilder are recent arrivals, the former to load at Tacoma and the latter seeking. The Peruvian bark Belfast is also just in from Callao to load at Port Angeles for Grace & Co. and the Peruvian bark Alliance has proceeded to Port Angeles to load for Callao for the same firm. The schooner Matthew Turner has left Tacoma for Sydney-Melbourne for the American Trading Co. Schooner King Cyrus left Tacoma today with 900,000 feet for the same company for Sydney. Last week's departures included the Peruvian schooner Helvetia and schooner Taurus, which loaded at the Crown Lumber Co., Mukilteo, the former for Callao and the latter for Sydney. The schooner H. D. Bendixsen, which loaded at Everett for Hind, Rolph & Co. has just put to sea for Sydney with about 900,000 feet. The schooner Mindoro, which loaded at Tacoma, left for Sydney with 881,849 feet of rough lumber and 8,340 feet of laths. From Port Blakeley the schooner Blakeley left for Sydney with 445,626 feet under deck and a deck load of 428,580 feet. The schooner Salvator, chartered by J. J. Moore & Co., sailed from Everett with 501,724 feet for Port Pirie. This vessel, however, was damaged when off Cape

Flattery and she is returning for repairs. Clearances from Grays Harbor included the schooner Fred J. Wood for Melbourne with 429,805 feet of mixed under deck and 397,407 feet on deck and also the schooner E. B. Jackson with the following for Dunedin, N. Z.: Rough, 90,063 feet; select, 185,218 feet; merchantable, 532,523 feet; laths, 3,367 bundles, a total of 858,309 feet.

D. E. Skinner, president of the Port Blakeley Mill Co., who has been in California for several weeks, has gone into Utah where he will spend some time hunting in the vicinity of Ogden. He is not expected home until the latter part of November.

L. E. Force, Seattle representative of Hind, Rolph & Co. has gone to San Francisco on a business trip.

The American-Hawaiian liner American has just departed after completing a full cargo of lumber and shingles for New York. This vessel carries close to 5,000,000 feet, this being her second successive voyage with lumber and shingles. Part of her cargo was taken on Willapa Harbor and the balance at Tacoma and in Seattle. The steamer Kentuckian, of the same fleet, cleared last month for the Hawaiian Islands with 401,881 feet of lumber for Honolulu and for the same port she carried 114 pieces and three bundles of rough lumber in addition to 38,963 feet and 120 bundles of shingles. For Port Allen she took 25,000 feet. This was loaded at Seattle and Tacoma. The Matson liner Hilonian took from Seattle for Honolulu 1,536 feet of lumber. The schooner Alice Cooke cleared from Ports Gamble and Ludlow for Honolulu with 767,634 feet of rough lumber, 259,570 feet of dressed lumber as well as 1,500 feet of pickets, 20,000 feet of lath and 30,200 laths. The schooner Prosper took from Aberdeen for Hilo, 854,770 feet of rough lumber. The schooners Melrose and A. F. Coats, which returned from off-shore voyages, were sent from Puget Sound to Grays Harbor to load for Hawaiian ports.

Bound for New York the American steamship William O'Brien had a full cargo of lumber from Puget Sound. At Tacoma she loaded 1,461,000 feet, at Mukilteo, 1,178,000 feet of lumber and two million perfection shingles while Everett furnished 421,000 feet of lumber. The American steamship George Hawley is en route to New York and Boston with a full cargo from the Bloedel Donovan Mills at Bellingham. This cargo included 1,407,487 feet of Douglas fir for Boston and 3,000 M shingles. For New York she has 88,420 feet of lumber and 750,000 laths. The steamer Edison Light is due at this plant within a few days for a similar cargo. The schooner Helene has just finished about 900,000 feet at the Bloedel Donovan Lumber Mills for Honolulu.

Another large cargo for New York was taken by the Grace liner Santa Cruz. At Tacoma this vessel loaded 300,000 feet of lumber and 100,000 laths; Mukilteo furnished 1,297,000 feet in addition to 800,000 perfection shingles and 100,000 laths. The Santa Cruz completed at Port Angeles with 160,000 feet of lumber and 2,350,000 shingles.

The customs reports show an unusual shipment went from Grays Harbor to Havana, Cuba on the steam schooner Willapa which arrived at the latter port August 26. Her cargo consisted of 764,536 feet of spruce and 1,899 feet of other lumber.

Oriental and British shipments from Puget Sound of the last month included the following:

Japanese SS. Tamba Maru from Seattle for Yokohama—23,688 ft. of rough lumber; for Shanghai, 47,364 ft.; for Kobe, 6,036 ft.
British SS. Titan from Tacoma for Kobe—Rough lumber, 142,617 ft.; for Manila, 966 bds. lumber. From Seattle for Kobe—Rough lumber, 126,037 ft.; for Hongkong, 5,000 ft.
American SS. Robert Dollar from San Francisco for Manila—Redwood, 216,000 ft. From Seattle for Hongkong and Manila—Rough lumber, 1,868,000 ft. From Tacoma for Nagasaki, 501,000 ft.; for Manila, 81,250 ft. of lumber and 1,800 lineal feet of piling.
British SS. Ixion from Vancouver, B. C. for Hongkong—Rough lumber, 200,000 ft.
Japanese SS. Yokohama Maru from Seattle for Yokohama—Lumber, 10,000 ft.
Japanese SS. Tacoma Maru from Vancouver, B. C. for Kobe—Lumber, dressed, 503 bds.; rough, 140 pcs. From Seattle for Seoul—Flooring, 173 bds.
Japanese SS. Tosan Maru from Tacoma for Kobe—Rough, 356,000 ft.; flooring, 20,537 ft.
British SS. Discoverer from Seattle for Liverpool—Clear fir, 50,412 ft.; lumber, 355 pcs.
British SS. Ormiston from Seattle for London—Rough lumber, 14,000 ft.; spruce, 388,993 ft.; clear spruce, 40,213 ft.; rough clear spruce, 49,478 ft.
Danish SS. Bintang from Seattle for Copenhagen—Lumber, 4 pkgs.; rough lumber, 208,732 ft.
American SS. Kentra from Vancouver, B. C. for Liverpool, etc.—Mixed lumber, 2,896 ft. From Seattle for Avonmouth—Spruce, 115,000 ft.; fir, 640,000 ft.; lumber, 94,000 ft. For Swansea—Spruce, 240,000 ft.
British SS. Jason from Bloedel Donovan Mills, Bellingham for United Kingdom, under charter to the British Admiralty, a full cargo of 4,696,478 ft.
British SS. Idomeneus, from Seattle for London—Lumber, 362,183 ft.; for Glasgow, 143,752 ft.; for Liverpool, 718,972 ft.

The British steamship Hazel Dollar, of the Robert Dollar Co., is completing a full cargo at

Tacoma for Hankow. She will carry about 3,500,000 feet. Part of the cargo is being lightered from Ballard.

Included in the month's imports of lumber were 9,902 bundles of sawn oak and lumber for Portland brought from Yokohama by the British steamship Merionethshire and discharged at Seattle. The Japanese steamship Tosan Maru brought from Japanese ports 1,296 pieces of sawn oak for Vancouver, B. C., and 13 bundles of oak board for Tacoma.

Bound for Kogglung, Bristol Bay, the Barge Big Bonanza left last month with a full cargo of lumber and piling for the reconstruction of the cannery of Libby, McNeill & Libby destroyed by fire early in the Summer. This cargo was a duplicate of that shipped on the steamer Bertha which was lost en route. The Big Bonanza loaded at Port Blakeley, her cargo including 653,191 feet of rough lumber and 392 piles. Other shipments of the month to Alaska included the following:

SS. Humboldt from Seattle for Port Seward—Lumber, 8,100 ft.; shingles, 1,000 M.

SS. Al-ki from Seattle for Juneau—Douglas fir lath, 150,000 ft.; for Douglas—Lumber, 5,000 ft.

SS. Mariposa from Seattle for Latouche—Fir lumber, 34,191 ft.; for Valdez, 57,625 ft.; for Knik Anchorage, 35,006 ft.

SS. Pavlov from Seattle for Thane—Rough lumber, 2,640 ft.; dressed, 47,933 ft.

SS. Redondo from Seattle and Port Blakeley for Juneau—Lumber, 315,787 ft.; for Thane—Lumber, fir, 116,743 ft.

Barge Fresno from Seattle for Akutan—Rough lumber, 6,640 ft.

SS. Al-ki from Seattle for Cape Fanshaw—Lumber, 1,000 ft.; for Hoonah, 6,528 ft.; for Ketchikan, 3,695 ft.

SS. Humboldt from Seattle for Yes Bay—Lumber, 2,800 ft.; for Skagway—fir lumber, 1,560 ft.

The scow W. T. & B. No. 17 carried from Bellingham to Vancouver, B. C., 193,531 feet of fir lumber and on the steamship President, 125 pieces of lumber were shipped from Seattle to Richmond, Cal.

Am. SS. Geo. W. Fenwick, from Seattle for Africa—Oregon pine, 126,816 feet. From Port Angeles for Valparaíso, Oregon pine, 250,000 feet.

Schr. Matthew Turner, from Tacoma for Sydney, N. S. W., rough Oregon pine, 1,072,291 feet.

Schooner Taurus, from Mukilteo for Newcastle, Aus., merchantable fir, 761,280 feet and 18,000 feet of lath.

Br. SS. Merionethshire, from Tacoma for Shanghai—Lumber, 165,030 feet.

Jap. SS. Panama Maru from Tacoma for Shanghai—Lumber, 600,927 feet.

Schr. J. W. Clise, from Port Blakely for Melbourne—Under deck, rough lumber, 436,935 feet; on deck, 432,587 feet.

Additional Alaskan shipments include:

Power schr. Bender Bros., from Seattle for Kuskokwim—Lumber, 18,000 feet.

SS. Alameda from Seattle for Yes Bay—Fir, 19,243 feet; for Juneau, 6,222 feet and 105 feet maple lumber. For Chitina—Lumber, 6,677 feet; for Valdez, 68,250 feet.

SS. Admiral Farragut, from Seattle for Seldovia—Lumber, 750 feet; for Yakutat, 667 feet; for Anchorage, 1,976 feet; for Knik Anchorage, 154,425 feet.

SS. Humboldt from Seattle for Juneau—Lumber, 732 feet; for Skagway, 1,253 feet.

BELLINGHAM

Bellingham, Wash., Sept. 8, 1915.

A slight improvement in the lumber and shingle markets so far as prices are concerned, a good rail demand and features of the month in Northwestern Washington. Shingles have gone up about five cents and lumber from 45 to 50 cents in the last two weeks, according to local wholesalers, but no one is predicting how long these increases will remain in effect.

Activity is noticeable both in the shingle and log circles. In the first there are reports of new mills and alterations and purchase of old mills. In the latter there is promise of a material increase in output. At least one company has incorporated, to conduct a lumber and shingle brokerage. In Blaine a company of twenty shingle-weavers have under the name of the Blaine Manufacturing Co., purchased of William Whitmer & Sons, of Philadelphia, the Drayton Bay shingle mill for \$20,000 and are putting it in shape to begin operation about September 15. The president of the company is Fred Wentz and the secretary-treasurer is Fred Stevenson. In Anacortes fourteen employees of J. H. Cavanaugh & Sons' No. 2 mill have bought that plant for a reported consideration of \$14,000 and will operate it under the co-operative plan under the incorporated name of the Anacortes Co-operative Shingle Co. This mill is the smaller of the two owned by the Anacortes

firm and has a daily capacity of 100,000 shingles. The buyers will meet soon and elect officers and probably will begin running within a few days. In Mount Vernon a shingle mill is being built by C. E. Sutherland, formerly doing business at Big Lake under the firm name of the Progressive Milling & Logging Co. It will have one upright and according to present plans will run day and night for five years, for which length of operation on a day and night basis sufficient timber has been purchased from the Little Mountain Shingle Co. The mill will start running this month. The brokerage company referred to is the Olympic Fir & Cedar Co., of Anacortes, which has organized with a capitalization of \$50,000. The officers are: S. A. Downs, president; J. F. Collins, vice-president; W. F. Baker secretary. The president has been in the lumber business twenty-three years in Wisconsin and Anacortes and he will be the new concern's lumber buyer. Mr. Collins, an expert salesman, will go on the road for orders. Mr. Baker, having once been a shingle buyer, probably will act in that capacity for his company.

The log output in Whatcom and Skagit counties has increased within the last month and it will show a still greater output this month. On the Northern Pacific four companies are shipping from 270,000 to 300,000 feet per day into Bellingham, but the daily receipts in this city will be greatly increased this month by enlarged operations of the Bloedel Donovan Lumber Mills. This sounds good from an industrial viewpoint, but there is another side to it that has a doleful note. Vice-President J. J. Donovan says that despite the operations of his company in its timber holdings within recent years its taxes this year are higher than ever before. Because of this and the fact that the future holds no definite promise of relief his company has started to increase its output in its own camps and will at the same time have two other companies cutting for it on its own timber—the Manning Logging Co. and the Robert Nestos Logging Co. When the three camps are in operation the daily output will be between 300,000 and 350,000 feet. All this will be cut at the Larson mills.

According to Fred J. Wood, logs seem to be unusually plentiful in the market now. He reports that some offerings have been made to him and he is inclined to think that there will be a decline in prices if this feature continues a few weeks longer. Thus far no quotations under the market lists have been made to Mr. Wood.

Bellingham will furnish 500,000 feet of spruce to be used in the construction of British aeroplanes. An order for that quantity has been placed with the Bloedel Donovan Mills through the Comyn, Mackall Co., of San Francisco. This will be loaded in October by the steamship Ursula, which will also take on 1,500,000 feet of fir for the United Kingdom. The local company has chartered the Pacific American Fisheries steamship Windber to carry 2,000,000 feet to New York via the Panama Canal. The schooner Helene is receiving 1,200,000 feet at the company's mills for the Hawaiian Islands and the Edison Light, a Sprague liner, will this month load there 2,000,000 feet for the Atlantic Coast. At the E. K. Wood mill the steam schooner Olympic sailed last week for San Pedro with about 800,000 feet. Other vessels to arrive at this mill soon are the schooner Fearless, to load 1,200,000 feet for Melbourne; the steamer Columbia, to receive 700,000 feet for the Panama Canal zone and the bark Callao, which will take 1,100,000 feet to South America. The steamship Jason cleared from this mill a short time ago with 4,300,000 feet for the United Kingdom.

Following repairs and improvements the Morrison Mill Co.'s Blaine plant has resumed operation. Another lumber mill that is operating again is that of the La Conner Lumber Co., which has been embarrassed by lack of sufficient water from the La Conner municipal system.

Several hundred silos will be built this year in various parts of the United States with material manufactured by the Bloedel Donovan Mills. Its silo stock shipments this Summer total about 3,000,000 feet.

In forest fires that swept Whatcom County about three weeks ago the sawmill town of Alki was wiped out, many homes destroyed in different districts and several towns threatened. All fires are now reported to be under control.

J. E. Nostrum, founder of the Nostrum Mill Co., died about two weeks ago at Strandell, at the

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