

WHERE BIG TREES GROW.

SEATTLE, Wyoming, Aug. 15.—Few persons east of the continental divide know and appreciate the forests of this region and of Oregon and Washington Territories. In Eastern Washington and Oregon there are large tracts of timber lands as yet untouched, save for the demand for domestic uses, and which are awaiting the completion of the routes of transportation now in progress. In the Blue Mountains of Eastern Oregon, and in the Cascade Mountains along the Takina, Clearwater, and other streams in Eastern Washington, there is a sufficient quantity of timber to supply all local demands and leave a large surplus for shipment to the prairies of Montana, Idaho, Dakota, and other markets. But it is to Puget Sound that the lumberman of the future must look for the material with which to supply his mills. There is a district of country extending from the Columbia river north to and into British Columbia, and from the Pacific Ocean to the Cascade range, and surrounding the waters of Puget Sound, which is almost entirely covered with one of the finest bodies of timber in the world. There one can see a whole forest of such tall, straight, gently tapering fir trees as would gladden the heart of a ship-master, and can travel scores of miles through gigantic lumber trees, ready for the logger's axe and saw.

The Sound district comprises a tract about 200 miles in length, with an average width of 100 miles. Estimating one-half the growth to be lumber trees, and to make 25,000 feet of lumber per acre, gives the approximate original amount of standing timber at 160,000,000,000 feet. Deducting from this the amount already cut, which is estimated at 2,500,000,000 feet, leaves now standing approximately 157,500,000,000 feet. The timber consists chiefly of pine, with considerable quantities of fir, spruce, cedar and redwood, and a small supply of white oak, hemlock and maple. The trees of this region show luxuriant growth. The yellow fir frequently attains a height of 250 feet; pine, 120 to 160 feet; silver fir, 150 feet; white cedar, 100 feet; white oak, 70 feet, and black spruce, 60 feet. Cedars have been found to measure 63 feet in girth, with a height of 120 feet. The pine trees are known to the lumbermen as of two varieties—"sap" and "overgrown." The "sap" tree yields 6000 to 8,000 feet of lumber, and the "overgrown" 7,000 to 15,000 feet. Of this timber is made of all grades of lumber—ship timbers, fencing, pickets, railroad ties, barrel staves and headings, household furniture, &c.—and the product is shipped in large quantities to the Pacific coast of South America, the Sandwich Islands and Mexico, while some trade is done with Australia, France and England.

The first saw-mill on Puget Sound was a small water-power mill with capacity of about 1,000 feet of lumber daily. It was built in 1851, and was followed in 1853 by a steam mill erected at Seattle, with capacity for cutting 8,000 to 10,000 feet per day. Since this time the business has increased to more than 200,000,000 feet of lumber per annum. The following tabular statement shows the production of the Puget Sound district at different periods, in 1,000 feet, value and average price per 1,000 feet:—

Table with 4 columns: Years, Thousand Feet, Value, Average Price. Data for years 1855-56 to 1880-81.

It will be noticed that the price has steadily fallen, which is due to the increased number of mills, to competition, and to increased facilities for handling logs and lumber.

The export trade has rapidly increased, and from the best data obtainable is shown as follows:—

Table with 5 columns: Years, Boards, Deals, Joists, &c., Feet, Value, Lath, Palings, Pickets, &c., Value, Total Value. Data for years 1855-56 to 1880-81.

The mills of the Sound are some fifteen in number, and they are most desirably situated

for economical production. Some of them form towns in themselves, with dwellings, stores, shops, steam tugs, and lumber vessels, all owned by the companies. The largest, situated at Port Ludlow, has a daily capacity of 225,000 feet. Following is a list of the mills, with the daily cutting capacity of each:—

Table with 2 columns: Mill Name, Feet. Data for mills like Port Gamble, Port Ludlow, Port Madison, etc.

The custom at nearly all the mills is to await the receipt of an order and saw the lumber to fill it, and one can frequently see a fleet of half a dozen or more vessels loading at once with lumber fresh from the saws of these mammoth mills. Shipbuilding is an industry of considerable importance on the sound in connection with the lumber interest, as nearly all the vessels engaged in the trade are built here of native timber. The first vessel built on the sound was a sloop of 14.68 tons, in 1858. From that time the number has increased yearly, with 12 vessels built in 1864, aggregating 753.30 tons; 19 vessels in 1869, 1,952.10 tons; 14 vessels in 1879, 965.99 tons. The whole number built since 1858 is 162, with a total of 20,083.28 tons.

The day seems not far distant when the western half of the American continent, at least, will look to Puget Sound for its entire lumber supply, and with the completion of the routes of transportation projected and in course of construction, lumber can be furnished to points as far east as the Mississippi river at less cost than from the Atlantic seaboard.

The waters of the Sound are recognized as the finest harbor in the world, and fleets of lumber vessels, tug-boats towing logs, and steamships plying between the various ports, carrying passengers, mails, and freight are seen on all sides. There are many desirable localities for the establishment of factories for the manufacture of barrels, pails and tubs, and of house trimmings, such as doors, sash, blinds, mouldings, &c.

At Seattle, the most important town on the sound, a large barrel factory has been for some time in successful operation, the lumber used being a very fine quality of cypress. Also at Seattle are six saw mills, besides several mills for dressing lumber and for the manufacture of builders' trimmings. Nearly all the vessels engaged in the lumber trade, as well as some of those employed in the coal trade, from Seattle to San Francisco, are made here. All the wood used in their construction from false-keel to topmast is pine of the various kinds, cut, sawed, shaped and put in place in some instances within a distance of half a mile. One sees on the sound craft of all sizes, from the row boat to a schooner of 400 tons, built entirely of native lumber, and within such easy distance of the forest that their construction must of necessity be economical. The time is coming when one of the greatest and most profitable industries of Washington Territory will be the building of ships upon the shores of her beautiful and land-locked harbor.

Everything here seems to favor the lumberman. He has no severe winter weather to contend with. The forest reaches to the shores of the sound, which are not abrupt or precipitous, but incline gradually to the water. Numerous streams flow into the Sound, the waters of which have no current except such as is caused by the action of the tide, and logs are easily towed to any point. Thus is avoided the delay, dangers and expense of a severe winter season spent in the woods, and the "driving" down rapid and swollen streams during the spring rise, and with no danger of a sudden rise breaking a "boom" and scattering the labor of months.

In this description the heart only of the lumber country has been taken. To the north it extends into the British possessions, although after passing Frazier river the growth is not so good. Taking into consideration the vast quantity of material, the excellence of harbor, and the economy with which mills, factories and hip-yards can be supplied, it is no wonder that

Puget Sound is called the future great lumber treasury of the United States.—N. Y. Times.

Sale of Timber Limits.

OTTAWA, Sept. 20.—The announcement of extensive sales of timber limits on private account brought together a large assembly of lumbermen at the Grand Union Hotel this afternoon. The following limits were disposed of:—The R. C. Campbell limit on the Front Lake branch of the Petowawa river, 39 square miles, sold to Wm. Moore, of Tarbolton, en bloc, for \$29,500; Fraser & McDougall limit, berths 164 and 169 on Big Lake, River Des Moines, Quebec, 100 square miles, sold to W. G. Perley, Ottawa, for \$90,000; Frazer & McDougall limit, berths 165 and 168, 100 square miles, to Alex. Fraser, Westmeath, \$59,000; Fraser & McDougall limit, berth 167, 50 square miles, to E. B. Eddy, \$15,600; berth 4, Deep river, 14 1/2 square miles, to E. Moore, \$4,200. The following were offered, but not sold:—Sir Francis Hinck's limit, 50 square miles, between the Coulongo and the Des Moines rivers, \$110 per mile bid, limit withdrawn; Brannon limit, so-called, offered on account of Mr. McMaster, Toronto, being berth No. 4, Kippowa, 50 square miles, \$485 per square mile bid, withdrawn; berths 23, 53 and 51, Nipissing, 26 square miles each, were withdrawn, notwithstanding bids of \$75,000 for the three and \$50,000 for one berth. The Nipissing limit, berth 168, was offered and withdrawn. Several limits were offered for sale by Mr. Brower, auctioneer, alternately with Mr. Tackaberry, but after spirited bidding they were withdrawn. The prices realized and offered were good.

The following limits were disposed of by Mr. Tackaberry in addition to those above mentioned: Fraser & McDougall limits, berths 164 and 169, to Perley & Pattee, for \$90,000; berths 165 and 168, 100 square miles, and berth 166, 50 square miles, to A. Fraser, for \$59,000 and \$36,000 respectively; berth 167, 50 square miles, to E. B. Eddy, for \$14,000. Deep river limit, berth 4, 14 1/2 square miles, to E. Mohler, for \$4,200. Buck and Stewart limits, 13 1/2 square miles, to Perley and Pattee, for \$3,700. The following limits were offered for sale, but were withdrawn owing to the bidding not being sufficiently high: Brannon limit, on the Kippowa, fifty square miles, \$195 per mile, offered and refused. Lako Nipissing limits, berths 23, 43 and 51, 108 square miles, \$75,000 offered for the lot, and \$50,000 for the lot, and \$50,000 for berth 23 and refused. Mattawa limit, license 168, sixty square miles. Kippowa limit, berth 63, 50 square miles. Mr. Brower also offered for sale several limits, but as they did not bring the reserve price, they were withdrawn.

American Poles in England.

In the House of Commons, recently, one of the members asked the Postmaster-General whether it is a fact that the Post Office Department uses foreign timber only for telegraph posts, whereas many railway companies use home-grown timber for that purpose; and, if so, whether he will cause inquiry to be made as to the relative price and value of home-grown and foreign timber in different portions of the United Kingdom, with a view to directing the use of home-grown timber where such a course can be adopted with advantage or without prejudice to the public service. Mr. Fawcett replied that the telegraph poles were of foreign timber, and he found that foreign timber was also used by the railway companies for similar purposes. The reason why foreign timber was preferred was the greater durability arising out of what was known as the cressote process, which made it last much longer than home-grown timber.—Northwestern Lumberman.

THE EVERT REVIEW thinks every man in the country is fortunate who is the owner of hemlock land. For both timber, manufactured lumber and tanbark, the hemlock is growing rapidly into favor in all the great lumber markets abroad. Every man who is the owner of a good piece of hemlock land should not part with it at anything like present prices. It is a good investment, in fact, one of the best that any man can make in the way of buying timber land.

THEY ALL DO IT—Everybody uses "TRABERRY" for the teeth and breath, the newest, brightest, coolest little toilet gem extant. Try a 5 cent sample.

THE ENGLISH TRADE.

The London Timber Trades Journal says:—The aspect of the timber trade may be said to be quite as favorable at the present time as that of most others. There is no expectation of any considerable rise in prices, nor any apprehension of a serious fall. Some importers will find themselves shorter of stock at the end of the season than they would desire, while others will wish they had not bought quite so freely. But as a rule the trade will probably be fairly well supplied, and they are likely to get a fair remunerative profit on the business they do. There is a short importation of Russian stock up to date, amounting to about a third part of the whole shortage of import compared with last year, yet there is no want of Russian deals exhibited by the prices they fetch at the public sales, which seldom exceed the cost of importation; and as the deficiency will no doubt be partly made up before the season closes, it is not likely that better prices than those now current will be obtained for deals from that region.

Our record of imports this week contains the arrival of upwards of 770 cargoes of wood. In London alone one hundred and thirty-six timber laden vessels arriving within the compass of a week's return surpasses all that we have hitherto had to record during the present or any other year in that way. But the great preponderance as to numbers is with sailing ships, as not one-third of them are steamers this time. Russia and Russian Finland are now pressing forward the arrears of the spring shipments, nor are Sweden and Norway slow to avail themselves of every occasion to get goods forward to this country while the season is inviting. A few more such weeks and the shortage as compared with last year may melt into insignificance. This sudden supply is extraordinary.

The Land Rage in Winnipeg.

The first thing that strikes the visitor before he has been six hours in Winnipeg is the tremendous rage going on for speculation in land. This rage is almost equal to the gold or diamond fevers, and though the prospects of the city are at present good, it is feared they may be injured by the speculations which are going on, and which are very cleverly manipulated by designing speculators. Large sums of money are being made, and one man, by no means one of the largest speculators, has without doubt realized \$20,000 since the spring. Go where you will there is nothing but land talked, and if you cannot talk land you had better "step down and out," for people will think you a fool. Knots cluster around the hotels and in every public place, and with all the one absorbing topic is—Land! Auction sales go on every evening, and lots are sold not only in Winnipeg, but all over the country. People rush in and buy lots that they know no more about than the man in the moon, and the following bears this out:—At a sale of lots recently, a little boy between 13 and 14 edged his way through the crowd, and going up to a gentleman interested in land, who by the way is brother of the worthy Sheriff of York, pointed out to him on a map two lots, and asked if they were good ones. The gentleman said yes, and asked why he wanted to know. "Well," said the boy, "I've saved \$25 round the hotel, and I'm going to invest it in land, and I thought I'd pay so much on these, and sell them as soon as there was a rise." The gentleman showed him some lots which he thought he could do better with, and the boy departed to think over the matter.—Globe Cor.

Worthless Stuff.

Not so fast my friend; if you could see the strong, healthy, blooming men, women and children that have been raised from beds of sickness, suffering and almost death by the use of Hop Bitters, you would say "Glorious and invaluable remedy."—Philadelphia Times.

NOW THAT THE TRAVELING SEASON IS AT HAND, no traveller should be without a bottle of Dr. Fowler's Extract of Wild Strawberry, to counteract the bad effects of the change of climate, water and diet, fruitful sources of bowel complaints. Wild Strawberry is a specific for sea sickness, nausea, vomiting, colic, cholera morbus, diarrhoea and dysentery. Contains no opium, is pleasant to the taste, and certain in its effects. 3 1/2 cents per bottle. Ask your druggist for it.

NO TRUTH IS CLEARER than that Scriptural declaration—"The blood is life." and the leaves shall be for the healing of the Nations." Burdock Blood Bitters is purely vegetable, and makes pure blood, renovates, invigorates, and restores the system when impoverished by disease. One bottle, at the nominal cost of one dollar, will convince the most sceptical of these assertions.