

CORRESPONDENCE.

Logging on Puget Sound

Is a trade by itself, and a few of its tricks may be interesting to those readers of the PRESS who do a little log-rolling now and then.

Almost everywhere along the shores of the Sound you will find a boom of logs lying in a little cove, and not far away you will hear the sound of the chopper. Thus far they have been able to supply the mills with logs from points not far from tide water, and perhaps we should not convey an impression far from the truth in saying that for the twenty years they have been sawing there, they have only taken the timber half a mile back from the water. The Puget Sound Mill Co. has upwards of 200,000 acres of the best timber land which they have reserved, preferring for the present to buy logs.

Choosing a Claim

Is a matter of great importance, for one must consider not only the quality and amount of the timber, but must have the eye of an engineer to form an idea of the grades and the work necessary for road making, the safety and ease of the road as well as the quality and amount of the timber, are elements that enter into the calculation of profits. A logger can better afford to pay a stumpage of two dollars per thousand on some claims than to have others given him. Some conclude because others have made money at logging, that those who engage in that business are bound to win, but the record of such failures will show that minute knowledge and careful calculation are as important here as elsewhere.

The Crew

Consists of from 12 to 20 men and four or five yoke of cattle. With such a force of hands there has been as high as six million feet of logs taken out in a single season. Three million feet is a fair season's work for a crew of 15 hands.

The Swamper

Generally come first after the line of the road is chosen, to clear away the brush both for the main road and as the trees are chopped to clear away from each log to the main road. These are equipped with axes and bush hooks. Then comes the

Road-makers

Who grade the road, aiming to have a light down grade all the way to the water and to avoid any up grades or any steep places where logs will be apt to slide upon the cattle. When the road is graded they lay in the

Skids

Which are laid like railroad ties, half buried in the ground, but are twice as long, three times as far apart and are all made of hard wood and left round. In the summer time one hand goes ahead of the team each trip to sweep these sticks clean and oil them.

The Chopper

Must be a master of his business, for he is expected to fall as much timber as the team can draw out, and it is not uncommon for them to fall 15 or 16 hard wood trees in a day, that are from three to five feet through. They go above the large roots and cross grained wood to be found near the butt of the tree, and sometimes cut the stumps as high as 10 or 15 feet from the ground. They do all their chopping upon chopping boards, which are kept in place by notches cut 5 or 6 inches into the body of the tree. They use very light axes with short bits and long helms. They have one for the bark and another for the wood.

The Sawyer

Like the chopper, is depended upon to keep the team busy. He carries his beetle, his wedges, axes and saw. It is his part to cut the trees into such logs as the team can handle. None should scale more than 3,000 feet and not as much unless there is a very good chance to get it to the road. The sawyer must use a great deal of care and judgement to avoid getting his saw pinched or his logs split where the tree lies upon rough ground. They often do not touch in more than two or three places. But the saw is the great perfection of cross-cuts. He generally uses the Tuttle saw for fir logs, with teeth so coarse that the four which complete a set, occupy four inches on the blade. When the saw is filed the rakers are left nearly as long as the cutting teeth and then the point of the raker is swedged with a light hammer, so instead of presenting a square face to push out the chip, it cuts it out like a plane. The handle for the right hand is like the handles used on shovels and spades, and is set a little below the cutting edge of the saw, while that for the left hand extends up in the ordinary way. With these saws one man cuts as much timber as we have seen two cut in the east, and it is the experience of loggers that four men with one saw will cut as much as six men with two at each saw. One man uses a saw seven feet long, or more if the timber requires it.

The Barker

Has to chop the bark from one side of the log so that it will slip easily upon the skids

and to chop off the end in the fashion of a sled-runner so that it will not catch upon anything.

The Teamster

Must be the first one up in the morning and the last one out at night and upon him rests the chief responsibility for the amount of work done as well as for the condition of the teams. He has four or five yoke of the largest cattle that can be had and plenty of barley hay from San Francisco to feed them on. They generally have a rough stable open at the sides. Each teamster has his assistant to fasten chains, help roll logs, and drive a part of the team when drawing small logs. To hitch to the logs, they have two chains, each six feet long, fastened to a ring in the main chain at one end and with a hook to drive into the log at the other. These were formerly made with a right angle but now are made with an acute angle, as that shape drives in easier and is not as liable to pull out. By fastening to a log in this way they are able to keep the smooth side always next the skids.

A late improvement in logging is the use of a tongue to prevent the logs sliding upon the cattle when moving upon down grades. This is attached by a spike driven into the end of the log and is only used for holding back. By this means some claims have been worked to a profit that were too rough to work without. Without the tongue logs have been known to slide and kill four cattle at once. In anticipation of such accidents, loggers generally aim to keep their cattle in condition for beef. Cattle have been sold the past season as high as \$350 per yoke.

The Homes of the Loggers

Generally consist of two shanties hurriedly built; the one for cook house and dining hall and the other for sleeping apartments. Each man has his own blankets, (which he takes with him when he goes from one job to another) and his little bunk to put them in along the side of the room. They are arranged like "Stander bunks" in a ship. In the cook-house they generally get plenty of substantial food, but don't "go much on high-toned" displays of crockery and fancy dishes.

Wages

Have been fair for the past season. In this respect teamsters rank first, for as an old logger said to us, "You can't pay a good teamster too much nor a poor one too little." Seventy-five dollars per month is a fair price, but rather than let a first-rate teamster leave, they will sometimes pay ninety dollars. Next comes the choppers and sawyers who each get \$60 to \$75 per month. The rest get about \$50 per month. The cook and teamster are employed the year around, but the others have to lose their time and pay board for the bad weather. They can just about make expenses during the winter months, they tell us.

The Amount of Timber per Acre

Is so great on some few claims as to astonish us, reaching away up beyond 300,000 feet upon some single acres. But it is a very fair timber claim that will average 40,000 feet per acre of such logs as they now think it worth while to cut. There is much left that is of a variety not in demand in market or that is hollow or injured by burning, or too large or too small. We think the main body of timber land in West Washington will be left to grow up to timber again as fast as one crop is taken off.

Prices of logs have been considered good the past season, ranging from \$5 to \$9 per M, according to average quality of timber and length. They are bought of the loggers generally by contract to be delivered at their camps and are towed away in booms by the steam tugs belonging to the milling companies that purchase them. The booms are made by enclosing an area of a quarter of an acre or thereabouts with logs fastened together at the ends and sliding logs in from the bank above until the boom is full. No trouble about rafting and in good weather no trouble to tow these booms fifty or a hundred miles to a mill anywhere on the sound.

Logging on Government Land

Has been somewhat hindered the past season by the many seizures that have taken place on account of Uncle Sam. It is a general understanding between loggers and mill companies that there shall be no competition at the government sales, and that the man who cuts the logs shall have a chance to bid them in at what is considered a fair stumpage and so get pay for his labor. This accounts for the acts of public sales, which we often see noticed at 50c. @ 90c. per thousand when logs are worth ten times as much. Loggers cut them when they feel sure that they will be seized and sold.

How Long will the Timber Last?

Is a question easier asked than answered. In a few years they will begin to run cars back into the timber to draw the logs to the water. They will probably use narrow-gauge railways with mules for locomotives. It is supposed that one team of mules will be able to draw as much timber as a logging team can get to the railway, where the distance by rail is not more than a mile or so. When this becomes necessary the price of logs must rise to pay the cost of hauling the extra distance by rail.

If they have gone back from the water half a mile in twenty years you can take the map and reckon for yourself how many years it will take to use up all the timber. Remember that the timber is said to be better a distance back from the water, and that the land already cut over is left to grow up again. On the other hand an increasing population is extending the demand

for lumber, and other countries are depending more and more upon our supply. Would it be too much for us to reckon upon a timber-crop from Puget Sound once in a hundred years?

From Our Traveling Correspondent.

Ashland is a town on the stage line between Jacksonville and Yreka, and is a model place in more respects than one. Shut off by its mountain ranges to the north and the south from communication with the outside world, it is a place of home manufactures. There is to be found the woolen mill, the grist mill and the sawmill, and as if to be prepared for death as well as life, she has her tombstones of home manufacture and of native marble.

The Ashland Academy

Is the only institution of learning above a common school within a radius of a hundred and five miles. The building was started in the usual method, by contributions, under direction of a board of trustees, but was finally transferred to Mr. J. H. Skidmore as a private enterprise. He is an experienced and efficient teacher, and employs three assistants. Music and drawing are taught, and their school furniture and pianos will compare well with institutions of like grade anywhere.

The institution finished its first term with 150 pupils. The pupils seem disposed to make the most of their advantages, and we are informed that there has been no occasion for any discipline yet. It would almost be worth while to build a jail around every school house if that would secure such results. However, we shall not recommend such an experiment until thoroughly satisfied that this pleasant state of things is to continue. Ashland is a model post office, and appears to be the center town of all that we have visited. There is no liquor drinking. We don't think they have enough whiskey to wash down their war stories with.

Percheron Horses

Are to be found nowhere else on the Coast. We have often heard in the columns of the PRESS of the famous horses of

Wm. C. Meyers,

And a few notes of his career as a breeder may not come amiss. He has been a horseman all his life, and since '62 has been breeding for large sized horses of good action, and hardy constitution. He brought a stallion from Ohio weighing 1,440 pounds that trotted a mile in 2.42. His colts were a fair type of the sire. In '64 Mr. Meyers took 7 premiums at the Oregon State Fair, and in '65 he took 14. Next year he went to the State Fair in California, and took the 1st premium for the best six colts and for the best draft colt. Soon after this he thought he would take the 200 horses he had on hand and go east. They would sell for enough to give him a good start and he would find a better location. The horses suffered from change of climate, and he was obliged to hurry them off at a public sale. In advertising this he paid \$200 for printers' ink, and found it an excellent investment. While looking for a new location, he found the very kind of horses he had been trying to breed, but after spending a great deal of time in looking for a better situation, both in the Western and Pacific States, he returned and bought the farm adjoining the one he left.

In Dec., 1870, he imported White Prince, Doll and Maggie, from Union County, Ohio. The first-named are thoroughbred Percherons and the last ¾-grade. The reception that these horses met with satisfied him that he was not supplied, and in Feb., 1872, he imported the beautiful dapple-gray, Napoleon, from Hon. N. J. Parrott, of Leavenworth, Kansas. These horses are all looking well, but Mr. Meyers thinks, with the majority of good breeders, that it is a mistake to keep breeding animals in a starved condition. The appearance of the horses justifies the remarkable stories that we have heard of their speed and endurance under heavy loads in France.

We should judge that the average weight of this breed of horses in working condition was about 1,600 lbs. for the horses and 1,400 lbs. for the mares.

Breaking the Colts,

During the first summer, is one of Mr. Meyers' peculiarities. He has a nice sulky with a pole to drive a span, and its very appearance is enough to bewitch a horse-loving boy. By making the acquaintance of his colts early and constantly handling them, they become noted for their mild dispositions. Some of the colts are worthy of special mention.

TEMPEST.—Foaled in March, 1872, is a full Percheron, from White Prince and Doll. He will weigh 800 lbs., and is a colt of promise.

MAX.—Foaled in May, 1872, is ¾-Percheron, and weighs 600 lbs.

LOUISA.—Foaled in April, 1871, from full-blood Percheron mare and imported English draft horse; girls 6 ft. 8 in., is 5 ft. 6 in. long, and weighs 1,300 lbs.

RELIANCE.—A black stallion, foaled in May, 1871, is from a ¾-Percheron mare and imported English draft horse; weight, 1,200 lbs.

There is a poor-looking "kuss" of a mare running about the yard, which, if sold in her prime for forty dollars, would have been well sold; she has a half-breed Percheron colt

which bids fair to make a horse weighing 1,300 lbs. to 1,400 lbs., and worth at least \$200.

The fact that the Percherons have been so long bred in France as a distinct breed for business purposes, gives them great value for producing grade animals. This is the real basis upon which the high value of any thoroughbred stock must finally rest.

Mr. Meyers has a herd of five Jersey cattle, that will be recorded in the next Herd Book.

The Ashlanders of Long Ago

Were a mighty race, judging from the geological remains exhumed from the gravel mines. Mr. H. E. Rockfellow has a piece of a mammoth's tusk which is five feet long and ten inches in diameter. It does not appear to have been more than half of the original tusk. He has three teeth of various lengths and each of them four inches wide on the grinding face. These remains were found in hydraulic mining in a gulch wash of gravel four feet from the bed-rock.

Ventura County.

Eds. PRESS:—Leaving the old mission of San Buena Ventura on the 21st, our course is north-east up the stream of the same name. The first mile or more is a straight road through the outskirts of the village with one-quarter of a mile of bottom land on the south side of the stream—for it is a veritable water course, this San Buena Ventura—with good water running all the way to the ocean all the year around, in this respect almost an exceptional case in Southern California.

Seven miles from town, in a sequestered nook and almost hidden in the embowering foliage of the live oak, sycamore and willow, is the residence of Thos. R. Bard. The surroundings and choice of location indicate that the owner is a person of taste and culture; and of course a reader of the RURAL.

Adjoining Mr. Bard's, on the north side of the stream, is the estate of Don Jose de Arnaz, some 6,000 acres of hill, valley and woodland, 2,500 acres of which is cultivated land. The Don lives in primitive style and speaks no English—subsisting off the product of his flocks. Surrounded on all sides by the encroaching Anglo-Saxon, it is not strange that he is dissatisfied and wants to sell—demands \$16,000. So pass away the old "patrones," the \$16,000 is probably only enough to cover the mortgage and leave a modicum to go to less ample quarters with.

As long as any of the simple original possessors have a foot of soil, the traders will sell them goods, and when the bill is getting too large take a mortgage. That is the River Styx to them financially, and is never recrossed. The mortgage is seldom redeemed, and the broad acres go to Shylock.

Seven miles above Mr. Bard's the valley widens out to a mile or more in width and four or five in length, and is called the Ojai (pronounced "Oh") Rancho, a beautiful and picturesque locality surrounded on all sides by hills and lofty mountains that tower above the clouds. This morning, after a most refreshing rain in the night (½ inch of water fell) the tops of the peaks to the north and east appeared above a stratum of clouds that seemed to be half a mile in thickness, though it may not be over a thousand feet. The valley is far enough from the ocean to be free from the coast fogs, and of sufficient altitude (900 feet,) for the atmosphere to be comparatively pure.

There is sufficient land in this and adjacent valleys to make comfortable homes for thousands, and no doubt will in time be densely populated, for water is abundant and good timber plenty, the soil productive and climate just bracing and frosty enough to prevent lassitude. All the hardier fruits, such as apples, peaches, grapes, etc., thrive. All that is lacking is people, good people, with money to buy the land at \$15 per acre without any improvement—fifteen dollars cash and no grumbling, or will take a mortgage and let a part go unpaid. But at the risk of offending the speculator we advise no one to buy land on time, with the expectation of making it off the land.

There are four families in the upper or 'main valley of the Ojai and eight in the upper or Rancho Viejo. The importance of altitude has no better exemplification in its effect upon diseases of the lungs and throat than is to be found in passing from the sea coast to this upper valley; altitude, 13,000 feet, or 400 feet higher than the lower valley. The cases that have been immediately and permanently relieved by coming from the town to the first or 900 foot elevation are quite marked, but still more decidedly so in the 13,000 foot altitude.

But the wretched money grabbers about the towns endeavor to persuade invalids to dawdle about the vicinity of the petty marts of commerce, and waste their small remaining fund of vitality as well as their cash, many times until it is too late to go anywhere but to the cemetery—while the commonest dictates of humanity, it would seem, should suggest the immediate hurrying them away to the mountains. The superior dryness and purity of the atmosphere in these upper valleys must bring them into requisition soon as homes for invalids from all parts of the world. There is no doubt of the superiority of the climate of Southern California over any other known locality upon earth.

F. M. SHAW.
Ojai, Ventura county, Dec. 24th, 1872.