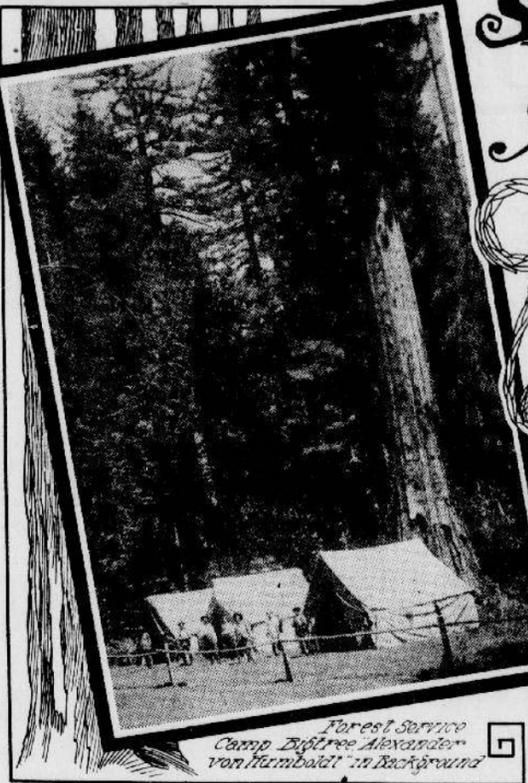


MISSOULA, MONTANA, SUNDAY MORNING, APRIL 25, 1909.

SAVING THE FATHERS of the FORESTS

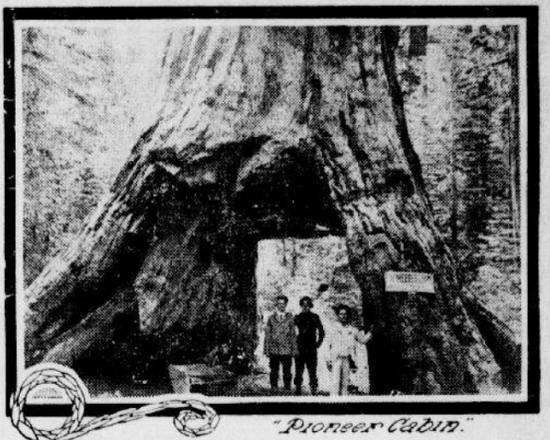
By Wm. A. Du Puy



Forest Service Camp Duffree Alexander von Humboldt in Background



Base of Bigtree "Empire State"



"Pioneer Cabin"

WHEN congress passed, near the close of Roosevelt's administration, the bill which provides for the control of the lands on which grow the big trees of California, it saved from destruction the greatest curiosity of the world and thereby performed a notable service to humanity.

Of all the things that live upon the earth the Sequoia is the largest, the oldest, the thing that stands most exclusively in a class by itself, the thing that is nearest extinction and the thing upon which this country has the most absolute monopoly.

grove in Calaveras county. The former is the larger of the two groves, but the latter is the more accessible and contains the more famous trees. The two groves are separated but a few miles. They are on the direct line of travel from San Francisco to Yosemite park and are the furthest north of all the big trees and the nearest to civilization and direct lines of travel.

trees that now exist in the world. The sequoias are survivors of a geologic era long since passed and are the only living remnant of it now in existence. The tertiary period was one in which the vegetation of the earth was so luxuriant, so rapid in growth and so heavy that there is nothing now extant that compares with it.

ed valleys facing the Pacific in California, the germ of the sequoia still remained and here they took their place among the smaller fry of a less promising time and towered in lonely solemnity above them.

them it would merely reach up into its lower branches, for the flatiron building is but 274 feet high. The tallest church steeple in your town would be dwarfed to pigmy size if placed near the big trees, and the trees in the park would hardly obscure its feet, and certainly not mingle with even its lowest branches.

of the handsomest trees of them all in the early days, but fell before the spoiler. Along in the '50s George Gale stripped the bark from this tree to a big tree, and said that it was his height of 118 feet and transported it to England, where it was used for show purposes until destroyed by fire.

There is another tree in the same vicinity which was originally girdled that the bark might be used for exhibition purposes. The tree naturally died and later local capital decided that it might be cut down and a pavilion built upon its stump.

The first record of the discovery of the big trees alleges that he was seen by a hunter, who had contracted to supply fresh meat to the outfit of the Union Water company of Murphys, Calaveras county.

needed all hands to help bring the monster game into camp. They all accompanied him through the woods until he led them suddenly upon the big tree, and said that it was his height of 118 feet and transported it to England, where it was used for show purposes until destroyed by fire.

The individual sequoia is a tree of exquisite beauty despite its great size. There is nothing ungrainly nor awkward in the appearance of the giant of the woods. The first impression is of magnificence and grandeur when the traveler comes suddenly upon them in the woods.

When the trees are younger there are lower branches that reverse the formation of those under and there is another point to the cone which ends near the ground. But as age comes on these lower limbs are shed off and the bare trunk remains.

The older trees are full of brownish yellow tints, while the younger ones partake to a greater extent of the dark bluish green. The giants break into bloom in the winter and split on the grounds below a snow of golden pollen, while a little later comes the shower of cones that fairly covers the earth, for the big trees are fruitful in the extreme and millions of cones are each season launched forth with the possibility of reproducing in the country of some thousands of years the like of its predecessor.

MANCHURIA AS A WESTERN MONTANA MAN FOUND IT

(By P. C. Hays.)

On the morning after our arrival in Shin-ki-shu on the northern boundary of Korea, we went to the landing on the Yalu river and boarded a Chinese junk which carried us to the Manchurian shore. The trip across the stream was made at one of the wildest places, and required considerable time and labor on the part of the oarsmen on account of the force of the vast volumes of waters seaward borne.

Once ashore we found ourselves on the border of a vast extent of empire which constitutes one of the dependencies of the middle kingdom. Manchuria is bounded on the north by the inhospitable stretches of Siberia; on the east by the Russian province of Amur and Korea; on the south by the Yalu river and the gulf of Pichell; and on the west by the dreary reaches of Mongolia.

Public eating houses open to the sky were swarming with those eager for their morning meal which was there being prepared on earthen stoves. Money changers lined the wayside, and gambling stands were numerous and evident.

there being prepared on earthen stoves. Money changers lined the wayside, and gambling stands were numerous and evident. One-storied structures met our eye everywhere. Big red posters in Chinese characters broke the monotony of gray walls of mud. Temples here and there rose above the architectural plain and gave relief to the eye in its otherwise endless range of thatched roofs.

The very appearance of that train spell hardships for us. Instead of a railroad in the usual meaning of the term one meets with a line of ties and rails, that would fall utterly in its comparison with the logging roads of the western part of the United States. Rails of extremely light weight laid on small ties placed far apart, the gauge being less than three feet. The engine was a diminutive type of forgotten days, capable of drawing a train of 10 cars.

Our first stop is at the Chinese station of the same city we are leaving. Here an assemblage of Chinamen with their bundles, bedding and bags has been waiting our coming. It is well for the few foreigners aboard that they secured seats at the Japanese station, for the chaotic rush for seats by the Chinese when the train stopped was such that their patience, if not their personal appearance would have suffered greatly.

By the time the native horde is packed away for safe passage the train starts and rolls out of the station into scenes of rural life. The landscape is studded with the towers of the gardens and farms, some with a patience born of years of exercise, pluck the tiny weeds from among the growing grain, others hitched to plows and rollers prepare the soil for various crops, while not a few move along the newly made drills with baskets of manure on their arm, from which they drop the needed amount of fertilizing material to aid the natural soil to produce abundant harvests.

The various plants cultivated are as those met with in the northern part of the United States. The men and means employed in their cultivation are similar to those of Korea. These scenes typify rural life throughout the agricultural region east of the mountains which separate this section from that beyond and tributary to Mukden.

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him, and to making himself comfortable wherever he may choose to stop, he spreads his mat on the floor of the train, and so finds inconvenience or impatience in a two hours' wait for a train. With the first light of day we were off on the run to the capital city. A number of Japanese soldiers were taken aboard as guards, for we were in a country where brigands abound.

Long before the light of day the Chinese are abroad preparing to resume the journey which the previous night interrupted. Having disposed of a breakfast wanting in variety but sufficient in quantity, we went to train one hour ahead of the time scheduled for starting with a view of getting a seat for the trying trip of 90 miles to Mukden through 10 or 12 hours of travel.

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(Continued on Page Twelve.)