

NORTHWEST ENTERPRISE

ANACORTES, JUNE 10, 1882.

OUR FORESTS.

The American people have been so accustomed to hearing and reading of our "inexhaustible forests" that they can scarcely realize that there is danger of a timber famine a quarter of a century hence unless something is done either to decrease the present rate of consumption or to increase the supply. There is no probability of the former course being pursued; on the contrary, the consumption is increasing.

The money value of the timber used in various ways exceeds a billion dollars annually. A large part of this is consumed in building houses, barns, mills, fences, etc. The one hundred thousand miles of railroads in the United States annually use about forty-five million ties, or the growth of eighty thousand acres for thirty years. To fence these railroads it costs nearly fifty million dollars, and about a fourth as much is spent each year in keeping them in repair. The putting up of the eighty thousand miles of telegraph wire requires eight hundred thousand and trees, and about three hundred thousand are used annually in keeping up the lines. The brick-yards yearly use fifty thousand acres of timber for fuel. A great quantity in the aggregate is used in making such little articles as shoe-pegs, matches, packing boxes, tool handles, etc. Over one hundred million dollars worth of lumber is annually used in the manufacture of wagons, carriages, and various implements. Probably twice as much more is used in manufacturing furniture.

How long our forests will last is a disputed question. The lumbermen are perhaps best able to estimate the amount uncut, and knowing the rate of consumption, be able to calculate how soon the supply will be exhausted.

The timber of this territory, principally in the western portion, and that of a few others, is being cut mainly for commercial purposes; but in many of the eastern states most of it was destroyed simply to get it out of the way. Groves of walnut trees, that would now be worth fortunes to the owners, have been cut down, rolled into heaps and burned. Millions of others have been girdled and allowed to die a slow death. It was wise to remove some of these trees, but a fourth of them at least ought to have been allowed to remain.

EDITORIAL NOTES.

At the annual meeting of the stockholders of the Oregon and Transcontinental Company, to be held at Portland on Monday next, the following resolution, with others, will be submitted: "To build a railroad and telegraph line from a point on the Northern Pacific Railroad, near Lake Colville, in the territory of Washington, in a generally westerly direction, by the way of Sylvan lake and Crab creek, skirting the southern slope of the Badger mountains, to the Columbia river, crossing the said river at the most eligible point below the mouth of the Winatchie river; thence up the Winatchie river to its head, crossing the Cascade mountains at Ward's pass; thence down the Skykomish and Snohomish rivers to the town of Cadyville; thence in a northerly direction along the shore of Puget sound to Fidalgo island, in said territory of Washington."

A syndicate of Minneapolis millers has purchased a controlling interest in thirty elevators scattered along the line of the Northern Pacific road.

It is believed that Blaine will go back to congress and take the Republican leadership.

The Eastern press when discussing the Chinese labor question always comes up smilingly with the question: "Why do not the people of California refuse to employ the Chinese?" As a matter of fact the most of them are not employed by the people, but by soulless corporations utterly indifferent to public sentiment or the common welfare. Another large proportion are engaged in business on their own account manufacturing shoes and all the cheaper articles of clothing. These Chinese manufactures are placed upon the market by unscrupulous men without any distinguishing mark, and, of course, find ready purchasers, as they are offered at lower rates than similar articles made by white men. It is questionable economy to buy Chinese made articles, for as a rule they are made of inferior goods, but the unfortunate consumer has no way of detecting the fact that they are a Mongolian product.

Our Canadian Pacific friends do not seem to regard with concern the Asiatic immigration. In fact they regard the coolies as necessary to the development of their country. Recently in the house of commons Sir John McDonald said that no complaints had reached the government concerning the encroachments of the Chinese on white labor in British Columbia, and that the fact is that white labor is so scarce that if the Pacific railway is to be finished within the specified time it would be necessary to hire Chinese labor; that when any practical difficulty arose it would be within the power of the legislature to take some such action as has been taken in the United States, but so far the government saw no necessity for such action, as both the white and Chinese laborers could get all the work they wanted on the railroad.

At last there seems to be a prospect for the creation of an organized government for at least the southeastern portion of Alaska. The machinery of the organization will be simple, and the salaries of officials low. If it proves effective in restraining lawlessness and protecting the rights of citizens, it will doubtless be hailed with delight by those directly interested.

The ministry of Cairo continue his tile preparations. A line of torpedoes is being landed along the coast. Native carpenters and smiths were summoned to the citadel May 24th. All officers were summoned to Obdin Barracks, and required to swear to defend the government against intervention. An attempt has been made to exact a similar undertaking from the Bedon Sheiks, but they refuse to pledge themselves to resist Turkish intervention. The united squadron has contracted for three months' provisions.

Regulations agreed upon by the council of Ministers, and approved by the Emperor, provide that Jews henceforth shall be prohibited from settling outside of towns and villages except where Jewish settlements already exist. Jews are prohibited from trading on Sunday and Christian holidays. The regulations only apply to where Jews are permanently settled. All contracts of purchase or tenancy with Jews are provisionally suspended.

The secretary of the treasury has issued the 113th call for the residue of bonds under the acts of July 19th and August 15, 1861, as follows: \$50, numbers 2,466 to 2,564, both inclusive; \$100, numbers 1,775 to 1,868, both inclusive; \$500, numbers 11,961 to 12,283, both inclusive; \$1,000, numbers 55,951 to 56,972; \$5,000, numbers 17,531 to 17,834; \$10,000, numbers 38,811 to 40,116.

A brush fire at Emory, B. C., the terminus of the Canadian Pacific Railway, nearly destroyed the town on the 24th of May; but by the united efforts of the firemen and citizens it was kept under control and little or no damage was done.

Nine hundred more Chinamen have arrived at Victoria direct from Hongkong, en route for Yale, to work on the Canadian Pacific Railway.

Whatcom.

(From our regular correspondent.)

WHATCOM, May 30, 1882.

EDITOR ENTERPRISE:

Lawyer Ingalls, of Seattle, brother of Mrs. Steinway, was in town last week.

Miss Lottie Roeder will teach the Ferndale school this summer.

Movements are being made to hold a camp-meeting at Ferndale in June.

The dead trees and old logs are being cut out of the falls, preparatory to making the millrace. The last section of bents will be raised by Saturday, and ere long the mill will be ready to receive the machinery.

Rev. Mr. Tade was with us for a few days this week, stimulating us to good works, and with a word for temperance. Sabbath morning we listened to an excellent sermon from the text, "He (Christ) could not be hid," and in the evening a lecture on the idea that there is something in man's nature constantly drawing him to God. COLONY.

Market Report.

SEATTLE.
June 8—Wool—No. 1 clean, 20@22c; Oats—\$31@34 per ton; Eggs—20@22c; Potatoes—1 1/4@1 1/2c.

SAN FRANCISCO.
Wool—24@26c; Oats—\$1 75@1 90; Potatoes—New, \$1 65@1 75.

At the logging camp of Eugene Smith, on Ebey's slough, Snohomish county, there are at present employed 30 men, four teams and two cars. Mr. Smith puts into the water on an average 50,000 feet of timber per day.

Within a radius of five miles from Capt. Fred Dyer's place on the Skagit, it is estimated there are at least 200,000,000 feet of fir saw timber. This is exclusive of the maple, spruce and cedar, which is also an item of no mean importance.

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Having procured a complete and first-class PILE DRIVING outfit including an 1800 pound hammer, winch, scow, etc., which we have located at Anacortes, on Ship Harbor, for the convenience of the lower Sound mainland and archipelago, the undersigned solicit orders, contracts and communications generally, touching work of all classes, to facilitate the the transfer of freight, communications over sloughs, rivers, tide flats, etc. Being familiar, by long experience with this kind of work, we can do better for shippers and settlements, than themselves.

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Civil and Mining Engineers,
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Pile Driver & Bridge Builder.
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HAVING a number of desirable properties to offer, we invite communication, in person or by letter, in regard to them, or other locations, for new comers. We have tracings of the government surveys, covering every township in Whatcom and San Juan counties, besides other invaluable Land Office records, serviceable to settlers looking for unoccupied lands.

MAPS AND SURVEYS MADE. GOVERNMENT LINES TRACED BY COMPASS, At the Usual Rates.

Persons applying to purchase TIMBER LANDS in Whatcom, San Juan, Snohomish, or any other county in the Olympia Land District, under the Act of June 3, 1878, need not go to Olympia to make proof and pay for their land, but can make such proof before H. J. WHITE, Judge of the Probate Court of Whatcom County, W. T., a few miles distant only, and thereby save time and money.

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