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The Wisconsin lumberman, devoted to the lumbering interests of the northwest. Volume III. Number 6 March, 1875

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THE
Wisconsin Lumberman,

DEVOTED TO THE

LUMBERING INTERESTS OF THE NORTHWEST.

MARCH, 1875.

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MILWAUKEE

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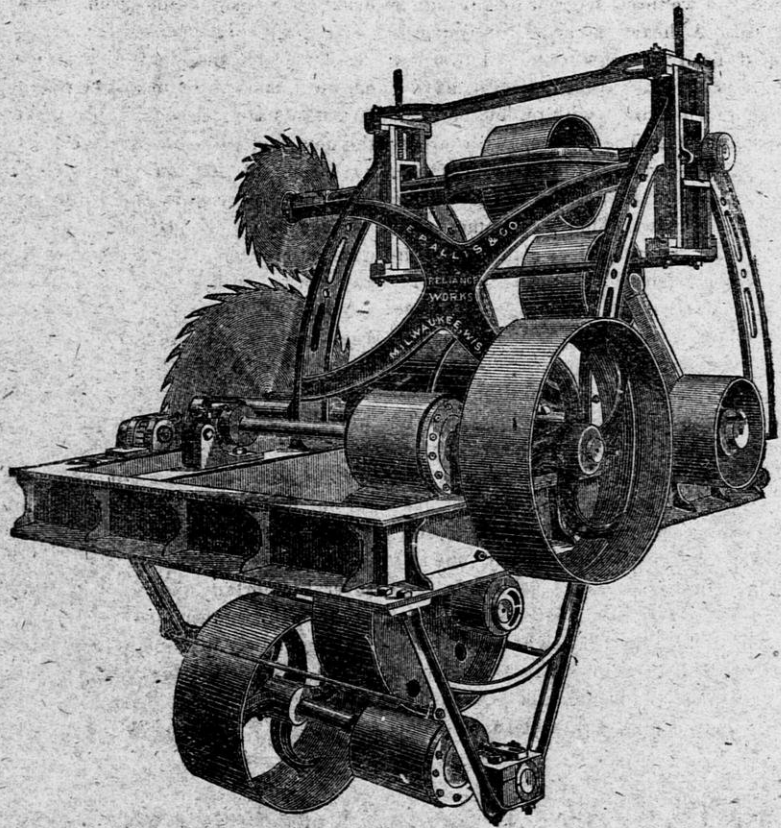
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New Iron Frame Double Circular Saw-Mill.



A Description of Interest to Practical Mill-Men—A Fine Product of the Reliance Works of E. P. Allis & Co.

We present above an illustration of a new Iron Frame Double Circular Saw Mill recently placed before the public by Messrs. E. P. Allis & Co., of the Reliance Works, in this city, with detailed description for the benefit of our readers.

This mill has iron saw frame, 10 inches deep, and heavily flanged top and bottom. The feed is belted from tail of arbor and gig, driven by the tight side of main belt, working on a 30-inch pulley. The pinion shaft is driven by a 30-inch friction pulley, with 12-inch face and solid web center, turned all over, and is worked between the feed and gig paper frictions—which are 12 in. diameter and 13 in. face—by means of an eccentric box operated through levers by the sawyer. These paper friction pulleys are so arranged as to be raised or lowered with ease, as may be necessary to secure perfect adjustment. The arbors are of steel, the lower being one in. diameter and the upper one 2½ in. diameter. There is a

tightner-frame and pulley hinged to frame, for tighting belt to upper arbor. The lower arbor has three 12 in. bearings, with improved self-oiling boxes. The upper works are of a new and improved style, and we think superior to any other in use. A heavy arched iron-frame is bolted firmly to saw-frame. The arbor works in a hollow arched sleeve, having three 8 in. bearings, with pulleys between the standards. The sleeve, with arbor, is adjustable by screws in every direction, so as to be put and kept in perfect line with lower saw. This saw-frame, with upper works and pulleys complete, without saws, weighs ten thousand pounds.

The carriage is 24 feet long, with two head-blocks; but by means of our new rigid coupling can be put together in sections and made any length desired, and with any number of head-blocks. The set works are the most perfect now in use. The jack-heads are worked by cast steel rack and pinion, so made as to take up any lost motion should the steel wear; or they can be replaced at any time at a slight expense. The jack-heads and head-blocks are faced with steel plate, which can also be renewed at a slight expense. The set-shaft is 3 in. diameter, as are all the shafts in the mill. On the set-shaft there is a steel ratchet 18 in. diame-

ter. The index wheel is geared to set-shaft with fine, cut wrought iron gears, and as the jack-heads move toward the saw the index wheel turns toward the setter, showing on its figured face the exact distance of jack-heads from saw at any point. This may be used for setting timber, but board and plank may be measured on quadrant by means of pins. The jack-heads are run back, ready to receive the next log, while the carriage is gidding, by means of friction gearing to truck shaft, and operated by the setter placing his foot on a lever for that purpose. The dogs are automatic in their movement, and worked with a lever, no mallet being required on the carriage. There are two sets of dogs—one for flat and the other for round logs. The mill is designed for doing the most rapid and accurate work, and we hope it will meet with the favor it deserves.

This mill has been got up under the careful supervision of Mr. G. M. Hinkley, well-known as one of the best saw-mill men in the country, and the inventor of several important and popular machines used in the lumber business; and is fitted with his newly invented patent saw-guide which meets with great favor among saw-mill men.

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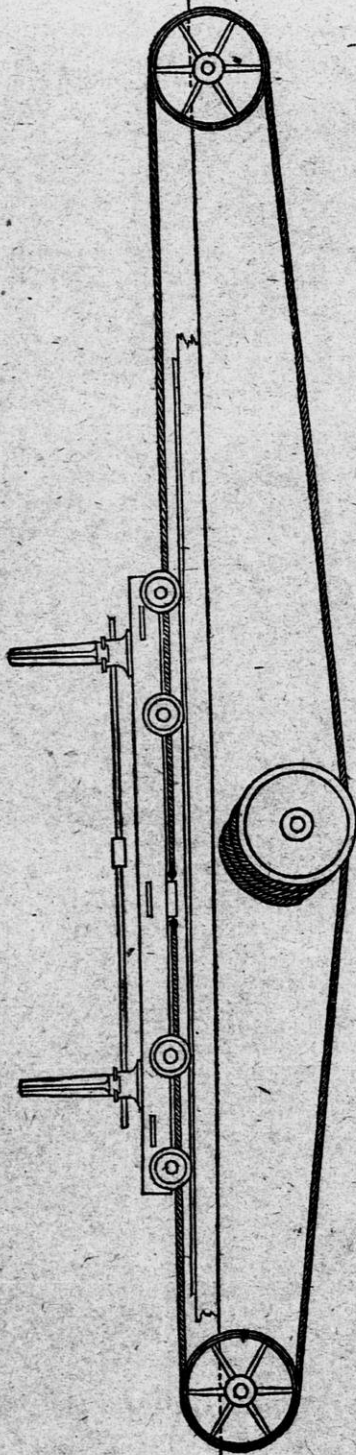
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Issued October 8th, 1874.



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For necessary information apply to Wm. H. Hiner & Co., Fond du Lac, Wis.; Geo. Ghaloner, Omro, Wis.; Fletcher & Everett and C. C. Paige, Oshkosh, Wis.; Filer, Stowell & Co. and E.P. Allis & Co., Milwaukee; D. Clint Prescott & Co., Marinette, Wis.; Frank G. Noyes, Clinton, Ia.; Cumming Brothers, Lyons, Ia.; C. & G. Cooper, Mt. Vernon, O.; Rochester Manufacturing Co., Chicago, Ill.; Phoenix Iron Works, Port Huron, Mich.; Wm. M. Ferry & Co., Ferrysburg, Mich.

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T H E

WISCONSIN LUMBERMAN.

VOL. III.—MARCH, 1875.—No. 6

A NEW RAILWAY PROJECT.

It is reported that a number of prominent railroad men of this state have in view the building of a line of railway from the city of Stevens Point in a northeasterly direction through the forests of Wisconsin to the mining regions of Michigan and Lake Superior. The proposed route would become a very important feeder to the Wisconsin Central and would be, virtually, the completion of the system of roads which will make the Wisconsin Central Company one of the greatest, most powerful and most prosperous in the west. The line spoken of would pass through not only one of the heaviest pineries of the north, but would also open up the best winter wheat growing region in the state; a region that is also particularly adapted to the raising of rye and oats. Few people not familiar with northern Wisconsin, have even a faint conception of the natural resources of mineral, timber and rich soil there that will some day make it a populous and wealthy portion of this commonwealth, and that will become the principal locality to pay tribute to the up-building of Milwaukee. Only two years ago and the line of the Wisconsin central where now *thirty million* feet of lumber have been logged the past winter, was so complete a wilderness that absolutely nothing was known of the country.

Yet to day there are towns and villages which are assuming importance as manufacturing places; and the railroad line has already a vast business from the recent almost impenetrable forest. The same results would follow the building of the line of road lately projected and of which we now write. It is said that the new project is backed by gentlemen of the Wisconsin Central and such prominent gentlemen of Stevens Point as Hon. Matt Wadleigh and Hon. Almansen Eaton. As an originator of successful railroad ideas it may be said that Mr. Eaton has not a superior. Matt Wadleigh's energy is well known, and if the Wisconsin Central men put their minds and money to the enterprise it will be successfully carried out. Milwaukee is to-day obtained by judicious recognition of the merits of Northern Wisconsin. In ten Stevens Point and about that latitude. This new line now in contemplation will be built, it is claimed, in from three to five years. It will be of great importance to Milwaukee from the very fact alone that it in a wonderfully thriving and prosperous condition, but success can still further be will develop a new portion of the rich but years from to-day more than half the trade tributary to this city will come from almost unknown north.

Advertise in THE WISCONSIN LUMBERMAN. Terms moderate.

ADVANTAGES OF NORTHERN WISCONSIN.

The Wisconsin Pinery, in complimenting a recent issue of the *COMMERCIAL TIMES*, wishes to commend the tone of one of its articles—"the plague of the plains." "For more than twenty years" says Mr. Swazze, "it has been our untiring effort to persuade the members of the press in Wisconsin, and particularly in Milwaukee, that our northern portion had merits worthy their attention, and especially that we had a fair agricultural country. Deaf to our entreaties, they have always persisted with one consent in ignoring our claims, and done their best to turn emigration away from us—as the *COMMERCIAL TIMES* justly says, "Wisconsin newspapers" (we say Milwaukee papers) "have assisted in driving emigrants west across the borders of our commonwealth, instead of trying to turn them into the rich fields of labor and profit in northern Wisconsin."

The *COMMERCIAL TIMES* discusses at length, and with perfect justice, what is called the "grasshopper famine" and shows conclusively, that not the grasshoppers, so much as the rigor of climate in winter on those prairie wastes, together with frequent droughts in summer, has brought the inhabitants to starvation and ruin; It says, Men who went into northern Iowa and western Minnesota ten years ago, as a rule, are worth less money than when they first settled in the new country."

Our Stevens Point cotemporary then makes the following extract from this paper, which we reproduce for the information of our new circle of readers, and because we feel that the superior inducements of the northern portion of this magnificent state for settlers and capitalists can hardly be either overstated or too frequently impressed upon Wisconsin citizens:

The truth is that the fertile prairies have lured thousands of honest farmers to poverty and actual starvation. The arguments of newspapers and railroad companies have peopled the country which has from year to year

been obliged to ask aid from more favored localities.

It is time that emigrants received true information concerning the really favored portions of the west. There is no question but that Northern Michigan, Wisconsin, or even Minnesota, offer far greater advantages to persons desirous of receiving cheap but actually profitable farms than any of the western prairie region. It is the duty of the press of Wisconsin to study and make known the splendid natural advantages and resources of this state. The resources need only to be known to guarantee rapid, successful and permanent settlement of the section. Last year the average wheat crop of Marathon county, far to the north, was thirty-six bushels to the acre. Winter wheat thrives remarkably in this part of Wisconsin. It is the natural home of rye. Clover grows here luxuriantly; and even the corn of northern Wisconsin will compare favorably with the crops raised in northwestern Iowa. Cattle and hogs thrive far better in northern Wisconsin than they do in the prairie country of Minnesota or northern Iowa. Winter labor in this state is always remunerative. And the weather is even and mild compared with the country now crying for help. Northern Wisconsin farmers are mainly Germans and Poles. There are several large settlements of these industrious and frugal people in the great northern countries. Without exception they thrive and accumulate property. Their crops meet with ready sale to the lumber camps. Even if increased settlement and cultivation should produce more of the food crops than could be used for local consumption, transportation is now afforded by an almost perfect railroad system developed within the past four years.

TRADE IN THE NORTHWEST.

There is continued improvement in business, the unfavorable weather being the only drawback. There has been a buoyant market for breadstuffs and provisions, and the gratifying feature of the situation is that prices have advanced because of the export demand rather than on account of speculation. The rise in the price of wheat will bring to market a vast amount, it being estimated that in the four states of Wisconsin, Iowa, Minnesota and Nebraska there is a stock of about 52,000,000 bushels. Corn and oats have both been high during the winter; the low price of wheat has kept it in the hands of the farmers; and the extent to which they have been able to get along without selling, shows that as a class they are in easy circumstances. Trade with the northwest ought to be good this spring, as well as safe, and the same is true in regard to other sections of the west.

—*New York Nation.*

We are glad that our eastern newspaper

friends are now candid enough to acknowledge the advantages that are to accrue to the mercantile classes from the refusal of northwestern farmers last fall to place their main crop out of their hands at the speculators' own prices. When the MILWAUKEE JOURNAL OF COMMERCE advised the producers to sell only wheat enough to pay their debts and to hold the rest until the world wanted it, we were assailed by such admirable protectors of northwestern interests as the Nation, the N. Y. Tribune, the Springfield Republican and nearly all the eastern commercial papers. These journals warned us that we were ruining the farmers by enticing them to hold wheat in the fall that they would be obliged to give away in the spring, that we were ruining merchants by keeping their farmer customers from paying their debts. It now appears, according to the Nation, that the farmers of the northwest as a general thing paid their debts as they went along, as the MILWAUKEE JOURNAL OF COMMERCE admonished them to do, and that the merchants of the country are the immediate gainers from the circumstance that the farmers waited to sell their wheat crop at a profit instead of selling it on a forced market. Other journals last fall may have had the sense to comprehend this subject as well as the MILWAUKEE JOURNAL OF COMMERCE. Few had the courage to take the stand which that paper took.

Insulting Italians.

Charles Warren Stoddard writes from Venice: "How these Italians do enjoy insulting the servants of the public! Only the other night a ballet was put on at the Venice wherein an admirable artist, but a rather homely woman, made her first appearance in Venice. There was much excitement in the house in consequence of a predisposition on the part of some present to prevent the reappearance of the lady in question. It seems that certain members of the press had demanded of her those favors that lose their value as soon as granted, and, upon being indignantly repulsed, they resolved to ruin the engagement of the dancer. Her entrance was

the signal for a most disgraceful uproar, that was continued to the very close of the long ballet. The lady probably never danced so well before as she danced that night. Stung with the insults of the baser members of the audience she surpassed herself. From our seats in the orchestra we saw the tears streaming down her face, and to her the hour must have been one of exquisite agony. Three times she fainted behind the scenes but recovered in season to renew her efforts to please with a grace and spirit I have never seen surpassed. Inasmuch as at the ballet continued to the close and she had not positively been hissed from the stage the manager could not break his engagement with her. She appeared on the second night, and the miserable wretches who were so noisome on the evening previous having exhausted themselves her success was unqualified, and she is now dancing before delighted and more appreciative audiences."

An Actress's Repartee.

A writer gives the following example of Augustine Brohan's powers of repartee: "One evening she was sitting in the foyer, recruiting herself with a cup of *consomme*, and surrounded, as usual, by a levee of admirers, among whom was Desnoyers, then stage-manager of the Theatre Francais. 'Augustine,' said he, 'you have always an answer for everything, but I intend to puzzle you. I will give you a sentence, in which I will introduce the name of a town. You are to reply in one word, which must not only be *apropos* to what I say, but must also signify a city or town, in France or out of it. I am not particular. Ca-va-t-il?' 'Ca-va,' said the actress. 'Bien,' pursued the *regisseur*. 'Commencons. Il paraît que tu aimes le *bouillon*?' 'Elbeuf' (et l'bœuf), replied Augustine, without moving a muscle. 'Bravo!' cried the delighted circle. Desnoyers looked rather crest-fallen, but, recovering himself continued in a pathetic tone, 'Si tu me joues des *tours-la*, j'en mourrai!' This time Augustine rose from her seat, stared him full in the face, and exclaimed with perfectly annihilating emphasis, 'Peris, gueux!' (Perigueux.)"

THE WISCONSIN LUMBERMAN will be largely improved during its coming year. No lumberman can afford to be without this publication.

THE UPPER WOLF.

Hon M. P. Lindsley's Trip to The Woods.

A Fine Description of the Towns, Timber, Rivers, Rapids and Men of Northern Wisconsin.

[Correspondence Wisconsin Lumberman.]

GREEN BAY March, 1875.—It would seem that notes of a second trip among the logging camps of the Upper Wolf river country would be superfluous, yet having found so many things new and beautiful there and along the way I venture to mention some of them in the belief that they may prove interesting to your numerous readers.

Not having the benefit of Mayor Pulcifer's experience, or the company of his corps of genial editors, I had to rely largely on the intelligence and kindness of the boys in camp, teamsters, stage drivers, landlords and the like for information which was always freely given.

THE START.

Having secured over night a seat in Hendrick's celebrated Shawano stage line and having prepared such minutes and maps of the country as seemed needful and packed clothing for a fortnight's wear, I slept the sleep of boyhood in olden times before 4th of July in general training, with visions of camp life and gigantic pines, dancing through my mind. But Monday came at last. Tuesday the 9th inst. and with it came also the Shawano stage, smoking like a steam engine and at 8 o'clock we crossed the bridge and turning our backs on the twin cities of the lower Fox: setting our faces toward Shawano and the pineries of the upper Wolf.

PASSING MILL CENTRE.

we gave a friendly shake to our enterprising neighbor S. Wight, whom we found hard at work, balancing up his accounts. Knowing the severity of the winter, we commiserated his unsatisfactory efforts and smoked a cigar of condolence at his expense. Stopping at

OWEGO

to change the mail, we sought the opportunity to inspect N. C. Fosters New Mill which is being built on the ashes of the

old one. It is larger and better than that and so constructed that it may be taken down and transported at pleasure.

Reaching Captain Powell's place our conductor halted long enough for a friendly shake and a bit of native hospitality.

AT LANEY.

David McCartney has a "ten acre lot" covered from 5 to 15 feet deep with logs, and the mill running,

THE RUDD HOUSE.

No intelligent driver, who has the interests of his passengers at heart, ever will pass without stopping for a clean, square meal, and our driver did not.

ANGELICA

is far from angelic in appearance now with seven and a half million feet of big pine logs banked twenty feet high at Laird & Co's mill, and about five million at Upham & Russell's. Nothing gossamer about that!

The latter firm have hauled to Seymour and shipped this winter on G. B. & M. R. R about two and a half million feet of lumber and eight million shingles, mostly last year's product.

AT SPANGLER'S

in the town of Hartland, there is a small, custom mill, whose stock or capacity I did not learn.

James McNair, of Oshkosh, a fellow-passenger of Scotch descent, stout and aldermanic in fact, having hair, whiskers and complexion of the "clear grit" shade, proved a genial and intelligent traveling companion, from whom I learned many facts regarding the pineries of the Wolf and particularly of

WHITE CLAY LAKE,

where he had a logging camp and whether he was then going. He thought about 3,000,000 feet would cover the crop from that region this year.

THE WESCOTT HOUSE

Shawano was reached about 5 o'clock, where his honor, Mayor Pulcifer presided with eminent satisfaction to his numerous guests. This House has become a sort of Lumberman's Exchange and besides being a very, comfortable place to stop at, it brings one in contact with the leading operators in pine and pine land.

Here I met such men as T. E. Crane, of Oshkosh, R. W. Wellington, of Winneconne, H. C. Scott, of Butte des Morts, John A. Williams, of Pine River, Mr. Warner, of Berlin, Willard, of Depere, L. C. Beecher, of Boston, J. H. Parks, of

Shiote, and many others not so prominent in lumber and pine land circles.

"Uncle Tim" as T. E. Crane is familiarly hailed by the pinery boys, is a character. Born at Bangor sixty years and more ago, and bred on the sterile soil of Maine, inured to hardship on the "log drives" of the Kennebec, his early education was certainly limited, if not neglected. Yet it was better than none, for it fitted him for the "rough and tumble" life which awaited him here among the pines and on the rivers of Northern Wisconsin. Boxing the compass nearly in reaching this region nineteen years ago, his labor of love did not cease with his advent, the country must be opened to settlement, the channels for trade and commerce must be built, rivers must be cleared, dams and booms constructed, for highways on which to float out the wealth of the pineries. To these several objects he addressed himself with his customary energy. Railroads were built, the Beef Slough boom was conceived and executed by, him the Wolf river boom Company called for his services and he constructed the Upper Wolf river improvement. The Pickerel needed a dam and he put that in. To-day we find him high up the Wolf river in town 34. Still on the "border" eating, sleeping, living in the logging camp much of his time and enjoying it. Those who have visited him at his elegant residence in Oshkosh and enjoyed his hospitality, express some surprise at his frontier habits. But the fact is this love for adventure among the pines, was born in him and he cannot help it. Elsewhere he would be unhappy much like a fish out of water. Few men living have contributed so much as he to the development of the resources of this portion of our state.

"Dick" Wellington is one of the genial fellows, who knows how to make money out of lumbering and can make people happy at the same time. Always welcome, because always cheerful and courteous, he seems to live not so much for himself as for others. One of Winneconne's solid men she may well feel a pride in him.

John A. Williams of Pine River is in the supply business furnishing camps. He is a leading man in Waushara County and contributed not a little to the election of his friend, Mr. Kimbal to Congress. Mr. Kimbal the boys say has the most money, but Williams the most brains. However this may be, they are both reputed to be energetic and successful in business.

So much has been said of Mr. Beecher's

operations on the Wolf river, that I felt some desire to see him. He is seventy, whitehaired, Roman nosed; a pleasant but persistent looking gentleman. Intelligent, and interesting in conversation.

He came here lumbering not from choice but from business necessity, to utilize a tract of railroad lands which he could not sell nor realize upon.

Sagacious and courageous—he though a stranger to the country and the business—comprehended the whole problem of lumbering on the upper half at first sight and at once determined to enter upon the business although skilled river men assured him he could never get down the river with his logs, yet he put in his ramps and banked about 3,000,000 feet of pine the winter of 1870, and in the spring and summer he ran them out. Since which time the upper Wolf has been a favorite place for logging. Mr. Bendo has continued the business though this winter he is operating on the west branch—T28. A christian gentleman of large wealth, he scatters his favors, among the feeble churches with a liberal hand.

Mr. Willard of Depere is a young man, thirty perhaps—fierce black whiskers—good-looking—free intelligent talker was up here looking after 40,000 hoop poles, for the firm of E. E. Bolles & Co., of which he is a member. This hoop pole business is a new article of export from this country and I believe the first of the kind ever shipped out.

Spruce is another wood quite abundant on this river and valuable in pail and tub manufacture. Bolles & Co., had better look up this matter next year.

HAYTER'S STAGE LINE

to Strauss Place, 50 miles above Shawano, is noted for "making time" and the comfort of travelers. It is a tri-weekly route, going up Mondays, Wednesdays and Fridays, and returning every alternate day. In winter it is very pleasant. Mr. Hayter, a most chatty and intelligent man on all that pertains to the valley of the Upper Wolf drives on the line and with his fund of humor and anecdote and bits of history of the route, makes the trip very pleasant and interesting. At least such was my experience as well as the testimony of others.

RIVER IMPROVEMENT.

It would seem unnecessary to the ordinary observer of so broad and large a stream as the Upper Wolf is, that works of great cost should be constructed upon it in order that pine logs might float down freely upon its surface. Yet such is the fact, and over \$45,000 have been expended upon it.

From Strauss to Shawano, fifty miles, the river is very rapid, making, as has been estimated, five hundred and fifty feet fall in the distance.

There are six Dams, namely: the Keshena dam, built by the Menominee Indians, and used for power in the saw and grist mills there. The others are flood dams, called the "Dells," "Gardner," "Large-lere," "Lily" and "Post Lake," the last being the largest and farthest up the river. It is nine miles above Strauss'—about eighteen rods long, with fourteen feet head. When the gate is raised it is expected that the large volume of water from it will send the millions of feet of logs below it booming down into the "Lily" dam. The gate to this dam is raised as the flood approaches, allowing it free passage; otherwise the dam would be endangered. Last season, by a little carelessness on the part of those in charge, the Large-lere dam (I think) suffered great damage, and one or two men lost their lives.

There is also a dam on the Pickerel, a branch of the Wolf, about six miles up; also another on the Hunting river. Mr. McArthur, of Oshkosh, put the latter dam in, I believe.

"THE TWENTY-DAY RAPIDS"

are three or four miles above the Gardner dam and about 40 rods long. The name originated from the length of time it took "drives" of logs to pass them. They have been much improved since, many of the larger rocks having been removed by blasting. Still the view up them is novel indeed, resembling very much the appearance of a field of hay in cock, so numerous and prominent are the rocks.

SMOKY FALLS

is three miles above the "Dells," near John Corn's place (20 miles from Shawano). It derives its name from the smoky appearance given by the spray rising from the falls. It is a charmingly wild spot and well worth a walk in, to view it.

THE "DELLS"

are a narrow passage 20 to 24 feet wide and perhaps 100 feet long made through the rocks and having walls 30 feet high. Before the improvement they were much narrower in places which have been widened by blasting out the rock.

GILMORE'S MISTAKE

is a cedar rapid 20 to 80 rods long, and so thickly set and overrun by cedar as to render the passage of some small logs almost impossible. Beside cedar the rocks were so thick and large that one could walk on them across the river. But now a channel has been cut out and the rocks blasted away so as to render the passage of logs easy.

It takes its name from a Mr. Gilmore, who some eleven years ago cut his way nearly through with a crew of men, intending to log

on the upper half but finding this almost impassable cedar rapid gave up the enterprise and returned to Shawano highly disgusted. Hence the name, "Gilmore's Mistake."

SLEEPING ELEPHANTS

is a romantic hill-top crowned thick with large boulders on the military road about three miles north of Langlade. Huge and snow-crowned, one could easily fancy a hundred elephants resting there. This spot is surrounded by some of the best hard and level land on the road. Maple, birch and rock elm almost entirely. In fact it is the only place I remember on the road, which had not more or less hemlock growing upon it. And here it may be remarked that this Upper Wolf is not a pine region so much as hemlock, the latter being the principal timber. Hemlock is on every 40 almost; pine is not, and only sparsely anywhere; yet large, venerable and grand; full of years and of "uppers." Hardwood, birch, and maple too, are found in less quantities than hemlock on every 40. So that this region is no "pine barren" but rich and productive soil. Like all hemlock lands it is colder and requires more time to "bring it to," to render it warm and productive yet then it equals the best oak lands.

There are in this region not a few

QUEER SETTLERS

among whom "Black Bill" is cited as a shining light. He is said to be a "young chap" from Lake Superior, who dropped down on the military road almost half way from Langlade to Strauss, a place in the dense forest, and commenced a log cabin. By the time the walls were up, his money or supplies gave out and he hired out for the winter at a logging camp. When spring opens "Bill" will no doubt resume his labors and complete his shanty—making ready to entertain travelers when they call.

FINN LAWLER

eight or ten years ago was considered one of the best salesmen in Oshkosh. To-day he is the happy father of one or two dusky children and the husband of a dusky wife of the aboriginal stock. Dwelling in a shanty 12x20 half floor of pine and half of earth. Young yet, —scarcely thirty-five—he may be said to have a long and brilliant future before him. His home is near Strauss'.

BILL JOHNSTON,

born in Green Bay over fifty years ago, has roamed the forests the better part of his life hunting, fishing and trading with the Indians. He, too, lives neighbor to Strauss in a little log and bark shanty, having a squaw wife and almost grown-up children.

Ben Overton, of Oshkosh, one of the live men among the logging camps, showed us marked attention, contributing alike to our

enjoyment and our stock of knowledge of the country.

TROUT-FISHING

can be found and a comfortable place to stop at Hall & Rice's Log cabin hotel, only twenty-seven miles north of Shawano, on a good stage road. Three miles east, on a smoother road, is the Oconto, where trout abound. This has become a favorite summer resort for sporting gentlemen.

Business With Banks.

[From the Detroit Tribune.]

The attaches of banking institutions, as well as post office clerks, railroad conductors, etc., are by a great many people supposed to be walking encyclopedias and public servants, expected to answer all questions put to them, and to perform all services required of them. A suffering bank official has, therefore, adopted a few rules to govern those who do business at the banks, the following of which, it will be noticed, will expedite transactions with the money-changers wonderfully:

If you have any business with a bank, put it off until three o'clock or, if possible, a little later, as it looks more business-like to rush in just as the bank is closing.

Never put stamps on your checks before you get to the bank, but give the teller two cents and ask him to lick it and cancel it for you; the teller expects to lick all the stamps, and it is a source of disappointment to him when people insist on doing it themselves, and will save him buying his lunch.

In depositing money, try and get it upside down and wrong end foremost, so that the teller may have a little exercise in straightening it before counting it.

It is best not to take your bank book with you, but call another time to have it entered. You can thus make two trips where one would answer.

If a check is made payable to your order, be careful not to endorse it before handing it to the teller, but let him return it to you and wait while you endorse it: this helps to pass the time and is a pleasure and a relief to the teller.

You can generally save time when making a deposit by counting your money down to the teller, and you can nearly always count more speedily and correctly than he can.

If you make a deposit of \$100 and give a check for \$50, it is a good thing to call frequently at the bank and ask how your account stands, as it impresses the officers favorably with your business qualifications.

Never keep any record of when your notes fall due, and then if they are protested sensure the bank for not giving you notice.

Always date your checks ahead; it is a never-failing sign that you keep a good balance in bank; or if you do not want it generally known that you are doing a good business, do not deposit your money until about the time you expect your check will be in.

A strict observance of the foregoing rules will make your accounts desirable for any bank, and make you a general favorite with all bank officers.

Soundings in the Pacific.

Captain Erben, of the United States steamer Tuscarora, has just completed a series of soundings between San Francisco and Honolulu in the Sandwich Islands. At the first cast, a short distance outside the Farallones, bottom was reached in 435 fathoms. The depth then gradually increased to 2,561 fathoms. In latitude 33 deg. 10 min. north, longitude 132 west, it shoaled rapidly, and five miles further, in latitude 32 deg. 58 min., it was found to amount to 385 fathoms only. Thirteen casts were taken here within a radius of five miles, and these, as well as the lava and coral brought up by the lead, clearly proved the existence of a submarine volcano, rising to a height of about 13,000 feet above the general level of the ocean bed. On leaving this spot the depth increased rapidly, and in latitude 24 deg. north longitude 152 deg. west, it attained its maximum, viz., 3,115 fathoms. The temperature of the sea water at the bottom was found to vary very little from 35 deg. or 36 deg. Fahrenheit.

Several of the western associations have organized a grand running and trotting circuit of the principal cities in the Missouri valley. The tour will consume from May 25 to June 18.

Colonel McDaniel offers to match ten of his two-year-olds against any ten colts owned by a single individual in the United States for \$2500 each race. The challenge is directed mainly to Messrs. August Belmont and Pierre Lorillard.

Daniels, the Massachusetts billiard champion, issues a general challenge to the New York experts, offering to play Daly or Cyril Dion for the odds of 200 points in 600, Vignaux 300 in 700, Garnier 250 in 700, each game to be for \$250 a side.

CHIPPEWA DALLES.

End of the Fifteen Years' Struggle Regarding the Improvement.

Immense Benefits to Accrue to Eau Claire from the Enterprise.

A Booming Capacity for Two Hundred Million Feet of Logs.

[From the Chicago Times.]

EAU CLAIRE, Wis., March 15.—This enterprising little city, situated on the Chippewa river at its junction with the Eau Claire, is the most prosperous inland city in the state. It is at the head of navigation on the Chippewa, and is composed of three towns, viz.: North, East and West Eau Claire, incorporated under the name of

EAU CLAIRE CITY.

North Eau Claire is situated on the point of land between the two rivers just above their junction. East and West Eau Claire are situated just below the junction on opposite sides of the river. The three towns are connected by bridges. The situation of Eau Claire is highly picturesque and healthful. Its public buildings are very commodious and are built in good style, and it has considerable manufactures. The city is connected with a very extensive back country, which is well adapted to agriculture, although that interest is not very well developed as yet. The building of the West Wisconsin railroad, which passes through the city, has been a material benefit to the agricultural interests. In 1857 the spot where the city now stands was a mass of underbrush. Where now is heard the busy hum of machinery and the rush and bustle of manufacturing life, all was silent save the occasional croaking of a bull-frog, or the mournful call of the whip-poor-will. Few would at that time have believed that it would ever attain to its present importance.

The market is always good. The immense number of men and teams employed during the winter months in the adjacent pineries creates a demand for farm produce that insures a home market. At two different times has the fire-fiend visited this city,

and each time the fairest and best part of the business portion has been destroyed; but with characteristic energy and enterprise it has been re-built with a better class of buildings than those destroyed.

Seven churches and four school-houses speak well for the intelligence and enlightenment of the place.

The United States land office, which is located here, serves to bring thousands to this point who wish to locate government lands.

It would seem to be an inevitable necessity that the machine shops of the West Wisconsin railroad shall eventually be located at this place, presenting, as it does, advantages and facilities possessed by no other point on the road. The population now numbers about 12,000, and is rapidly increasing as new interests develop and as capital accumulates.

THE LUMBER INTEREST.

The Chippewa river has its sources in a great flat region which is made up of swamps, crossed here and there by ridges densely covered with pine, which pine forms the great wealth of the Chippewa valley. It is estimated that there are at least 2,000,000 acres of pine land on this river and its tributaries that will average 5,000 feet of merchantable pine to the acre, thus giving an aggregate of 10,000,000,000 feet.

In this city and immediate vicinity there are 26 steam saw-mills engaged in the manufacture of lumber, shingles, lath, etc. During the season of 1874 these mills manufactured and rafted down about 2,000,000 feet, board-measure, 50,000,000 shingles, 35,000,000 laths, and 7,000,000 pickets.

For a number of years back the ingenuity and energies of the lumbermen have been directed to improving the facilities for holding logs in sufficient quantities to keep their mills running the year through. In high water many of the piers and booms are swept away, carrying with them the entire stock of logs for the season's sawing. The only safe and feasible plan to do this is what is termed

THE DALLES IMPROVEMENT.

Just above the city the river makes a bend of some four miles in length in the form of a horse-shoe. At the lower point of the shoe it breaks through a sandstone ledge, which is called the Dalles. The proposed improvement contemplates the cutting of a canal 30 feet in width and half a mile long, from one point of the horse-shoe to the other, for the passage of rafts and purposes of navigation, and of

sufficient depth to give four feet of water in the channel in low water, thus shortening the distance by three and a half miles. The portion thus cut off is full of rocks and rapids, the river falling seven feet in less than a mile, and has proved very disastrous to rafts of lumber passing down. The improvement also contemplates the construction of a dam below the proposed canal, by which the rapid current of the river will become checked for some five miles as reckoned by the tortuous winding of the same, and will also overflow a large portion of the flat ground bordering the river above the dam and will make a safe and long needed reservoir for the holding of logs for the mills now located, and hereafter to be located, at and near this city. Its capacity for that purpose is estimated at from 150,000,000 to 200,000,000 feet, board measure.

The construction of this dam will also create

A SPLENDID WATER POWER,

far in excess of the necessities of the city for hydraulic purposes, and will also improve the navigation of that portion of the river effected by it for all purposes. The surplus of water power over the public necessities of the city and the privileges created by the erection of the dam are incidental to, and will follow as the natural effect of, providing for the imperative wants of a growing and thriving city, and, it is claimed, can be utilized by renting such surplus power and privileges so as to reimburse the city for its outlay, and at the same time provide such increased facilities for manufacturing of various kinds as to be of great advantage to this entire section of country, a disadvantage to no one, and a benefit to all.

THE MATTER IN THE LEGISLATURE.

Numerous efforts have been made to secure the passage of a bill by the legislature to authorize the above-mentioned improvement. As early as 1860, a bill was introduced and passed both houses, but was vetoed by Gov. Randall on the ground that the bill did not provide for a lock for the passage of steamers above Eau Claire, and it was claimed that the river was navigable to Chippewa Falls 12 miles above.

Much has been said in the past about steamboat navigation from Eau Claire to Chippewa Falls. Upon inquiries into the facts your correspondent finds that four years ago a steamboat calculated to run in a heavy dew did succeed in getting up to Chippewa Falls and that two years ago a

similar boat also succeeded in getting to that point, which is the last attempt that has been made to accomplish that difficult feat.

Col. Farquhar, in his official report to the war department of the survey of the river under date of Jan. 30, 1875, says: "Between Eau Claire and the mouth of the river there is, during the season of navigation, when the stage of the water will permit, a daily line of steamboats each way; also between the mouth of the Red Cedar and the Mississippi rivers. Between Eau Claire and Chippewa Falls the only use made of the river is to run logs and raft lumber." Last fall the people of Chippewa Falls incurred a large municipal, as well as private debt by constructing a branch railroad from Eau Claire to their city, which, while it speaks well for their enterprise, must be convincing proof to all that the steamboat navigation between these points is but a myth, and is only used as a specious argument against the construction of dams below them, urged by interested parties at the Falls. To an outsider who wishes to give a correct account of things as he views them, it appears that after the best of slack water navigation by the construction of dams and locks (which is the only way steamboat navigation between these points can be made) had been made, there would not be steamboat business enough done to pay for the oil necessary to grease the machinery.

After the vetoing of the Dalles bill in 1860, nothing more was done in the matter until 1867, when the bill passed the senate and was defeated in the assembly. Not discouraged however, the lumbermen, considering the matter of vital importance, again brought it forward in 1870, when the bill passed the assembly, but was defeated in the senate by filibustering until the hour of final adjournment arrived, which was a disgrace to the senate, and was so characterized by *The Times* at the time. In 1871 the bill passed both houses and was vetoed by Gov. Fairchild upon the ground of corruption. The veto caused great commotion in the state, and an investigation followed, which failed to find that a single member of the house had been corrupted. That the friends of the bill worked unceasingly, early and late, to secure its passage, and that large lobbies at the capital are expensive they did not deny, and that its opponents worked equally hard to defeat it, and expended a large amount of money for that purpose is conceded by all.

All of these bills created a private cor-

poration and authorized it to construct a dam and other works, but at the general election of 1871 the people voted to amend the constitution of the state so that the legislature was prohibited from granting corporate powers or privileges except in cities.

In 1872 the city of Eau Claire was incorporated. In this act of incorporation the city was granted the exclusive control over the waters within its limits, and given the power to condemn property for streets, public improvements, etc. In fact, the charter was so drawn that the anti-Dalles men objected to its passage, claiming that by its terms the city would be authorized to construct this dam or any other within its corporate limits. To avoid this objection a section was added providing that nothing therein should be construed as authorizing said city to construct a dam across the Chippewa river, but in 1874 this section was repealed.

In 1875 the city asked the legislature to grant it the right to construct the dam and make the improvements as contemplated by the former bills heretofore mentioned for hydraulic purposes. This is deemed

A MATTER OF PUBLIC NECESSITY,

and a right which the city can justly exercise. The bill passed by a large majority. As a consequence the people of this city are in high spirits that success has finally crowned their efforts after 15 years of endeavor, and not a citizen, from the mayor down to the common laborer, but delights to show the curious stranger the vast advantages to be derived from the proposed improvements.

No sooner had the bill passed than capitalists were looking the ground over selecting sites for proposed manufacturing purposes. Arrangements have also been made with a gas company for lighting the city. With a view of ascertaining the opinions of the leading lumbermen in regard to the proposed improvement, your correspondent called upon the following gentlemen:

EX-SENATOR THORPE,

the president of the Eau Claire lumber company, said he had just returned from Washington. He did not know what the feeling of the people was since the passage of the bill. In his opinion it was a grand enterprise, and would benefit the entire northwestern part of the state. Eau Claire was bound to be the inland city of the state.

DANIEL SHAW

expressed himself as warmly in favor of the proposed improvement. It would be the making of Eau Claire, and would be of vast benefit to Chippewa Falls. Although some parties at the Falls had opposed the bill bitterly, it would be money in their pockets. He was in favor of of pushing the work along as fast as possible, and get in shape to handle their logs. Mr. Shaw did not think there was a mill on the river but would be benefited by the improvement. He also thought that some of the lakes which are the head waters of the Chippewa should be dammed so as to control the supply of water in the river.

MAYOR PORTER,

of Porter, Moon & Co., took a great deal of interest in the matter. He went down to Madison and explained the aims and purposes of the bill to members who did not understand them. He expressed himself in strong terms on the immense water power it would have, and the unrivalled facilities for manufacturing purposes. We have a tremendous water-power, but heretofore it has been impossible for us to utilize it.

OTHER OPINIONS.

G. A. Buffington, another prominent mill man, expressed himself in similar terms. Frank Moore, C. R. Gleason, Senator Graham, L. M. Vilas, G. B. Chapman, W. P. Bartlett, M. B. Bailey, and others, all expressed the same opinion—that it was a benefit, and a grand thing for the whole valley.

On Thursday evening a grand ball was given in Music hall in honor of the event by Mr. Newton, of the Eau Claire house. The music, which was furnished by Vinton's band, was excellent. Mirth and enjoyment reigned supreme into the "wee sma' hours of the night."

At a meeting of the leading citizens to take steps to have the work commenced at the earliest possible moment, a vote of thanks was given to *The Times* for the interest manifested in the matter.

AMBOYNE.

The Beecher trial will be rivaled by a professional billiard tournament in Brooklyn on and after April 1.

General Harding, of Tennessee, has agreed to furnish the Blooming Grove Park association with thirty or forty fawns from his deer park on the Bell Meade estate.

How Parliament Chokes off a Bore.

As for Dr. Kenealy himself, he will, as Chatham said of Wilkes, do less harm in the House of Commons than anywhere else. The house has a rough-and-ready way of dealing with eccentricities. Every man who comes within the rigid criticism of the assembly soon finds his level. Every new-comer, it matters not who he is, is treated at first with courtesy and consideration. The house always listens with attention, and generally with good nature, to a maiden speech, and anything like diffidence or nervousness it treats with leniency and generous encouragement. But self-assertion or bumptiousness it cannot abide, and it is cruelly intolerant of bores and one-side'd men. Dr. Kenealy will meet with studious consideration when he first essays to speak. But if he insists on parading the Orton grievance upon the attention of the House, his reception will be very different from that which awaited him at Stoke. The House has many effective ways of silencing a bore. An animated conversation carried on in every corner by the various members seated in their places soon deadens the voice of even the most animated speaker. A chorus of cries of "divide," "divide," "vide," "vide" proceeding from both sides at once whenever the speaker opens his mouth, embarrasses even the most hardened orator. But the most effectual way of bringing a one-idea'd man to his senses is the process of "counting out," and this is probably the course that will be followed with the chosen of Stoke. It is a rule of the House that forty members must be present. When an orator becomes troublesome a stampede of members takes place from the house to the lobbies, or the smoking-rooms, or the library. Some one gets up from a back bench, and calls the speaker's attention to the sparse attendance. The speaker counts the house finds there are not forty members present, orders the electric bells to be rung and the sand-glass to be turned. The stampeded members stand outside till the sand has run its two minutes' course, and the electric bells have rung out. The doors are closed, there are not forty members, and the house stands adjourned till the following day, when there is a new order of business, and the orator of the previous night having lost his chance, may not get another till the following session. It is an effective way of silencing a bore.—*Correspondence N. Y. Nation.*

A Bath in the Dead Sea.

Mr. C. A. Kingsbury writes as follows in Forest and Stream of a bath, in the Dead Sea: "Reaching at length this most remarkable of all the seas and lakes on our globe we prepared to take a bath—and such a bath I can hardly expect ever to take again. I had previously bathed in numerous seas, lakes, and rivers, but never did I enjoy such a bath as this. The specific gravity of the water is such, from its holding in solution so large a proportion of salts (twenty-six and a half per cent.) that one floats upon its surface like a cork. At the same time there was only a gentle ripple upon the sea, and being a good swimmer I at once struck out into the deep water. I soon found that I could not only swim and float with wonderful ease, but that I could actually walk in the water, sinking only to the armpits. Discovering this fact, I made for the shore, and taking Dr. C., one of our party, who could not swim, by the hand, led him into the sea where the water was many fathoms deep. At first he was quite reluctant to follow me, but he soon gained confidence on finding there was no danger of sinking, and he enjoyed the novel bath as much as if he had been an expert swimmer. Should the bather allow the water to get into his eyes or mouth he would suffer considerable abatement to his enjoyment, on account of its extremely salt, bitter and irritating nature. No fish can live in this sea; but various kinds of ducks abound here at certain seasons of the year. The water was as clear as ordinary sea water, its temperature was agreeable, and it had an oily feeling, and altogether its action on the surface of the body was such as to develop those pleasurable sensations pertaining to the sense of touch, accompanied by the most delightful exhilaration. Of all the baths in the world, give me a bath in the Dead Sea.

Sporting Notes.

Enterprising Boston has 300 trotting horses in training.

The Syracuse Driving Park is to be entirely remodelled.

The Fleetwood Park meetings are announced for May 18 and June 15.

The President of Lima, Peru, has ordered a billiard table from this city.

Thormandy, the celebrated English race-horse died recently of apoplexy.

The New York Yacht Club list embraces 39 schooners, 23 sloops and 13 steamers.

When the race-horses of the Duke of Hamilton are broken down they are pensioned.

WATERTOWN.

A Sketch of the Settlement and Growth of the Boss Bonded City of the Northwest.

The Early Home of Carl Schurz.

The Shrewd Plan by Which the City Evades the Payment of Its Railroad Indebtedness.

[Correspondence Wisconsin Lumberman.]

A two hours' ride on the cars over the track of the Milwaukee & St. Paul Railway Company, will take you from Milwaukee to Watertown, and in pleasant weather the traveler sees much that interests him and enlivens the trip. Just now, however, there is nothing but snow to the right and snow to the left, and whereas in Milwaukee, the snow, except in patches, is a sweet memory of the past, in Watertown it is still to be seen in all its pristine purity, rising to magnificent heights in all directions, blockading the roadways and interfering seriously with intercommunication between city and country. Nevertheless the resident of Watertown indulges the pleasing, and we trust that it may not prove delusive, hope, that he will rise on the morning of the Fourth of July next to see the meadows green with verdure, to hear the larks and the whippoorwills carolling their glad songs as they flit from leafy bough to shady copse, and to gaze quietly and with rapture, at the majestic Rock river tumbling and tossing over its pebbly bed, as it winds along by waving corn field and tufted clover land and is lost to sight. Buried beneath snow-banks, the Watertowner is encouraged by that pleasing hope to keep his hand to the (snow) plow, and "await the day." We sincerely trust that the fate of Watertown will not be that of Pompeii, which didn't get up and dust with half the "Phoenix-like" energy that would characterize an American city of the present century in a similar predicament.

IN SWADDLING CLOTHES.

In 1845 the convention which met at Madi-

son to frame a constitution for the government of the Commonwealth, was petitioned by several settlers at Johnson's Rapids to change the name of that place to Watertown, after Watertown, N. Y., from whence most of them came. The request was granted and the place was regularly baptised. Its first name, Johnson's Rapids, was given it by an old pioneer named Tim Johnson, who took up a claim and put up a log hut there, away back in 1832. Tim came from Ohio, and the only evidence of civilization that greeted him was a large wooden cross fourteen feet high, made of cedar and stained black, which had been erected in a clearing on the bank sloping toward the river. The cross had probably been placed there by some of the early Jesuit missionaries, as it was their custom to erect them, and had nearly gone to decay. The veteran Johnson has passed away from earth, but three of his daughters married and are at present residents of Watertown. We will mention here that Johnson's creek, where Tim first settled, was near the present site of Jefferson, and that shortly afterward he moved further north to where the city of Watertown now stands. At that time this section of country was the resort of several tribes of Indians, among them the Pattawatamies, all of which are now extinct. Tim exchanged tobacco and all kinds of supplies, for furs and skins, besides which he raised Indian-corn and cleared the lands. About the year 1845 a man named Goodhue settled on the river at this point and put up a saw-mill. There was not a very large force to do it, but yet the settlers were only a short time in erecting the mill and building a dam across the river. The timber was cut and sawed here and run down the river to Beloit. Among the men who worked for Goodhue at that time and have since risen to wealth and distinction, we may mention, Luther A. Cole, Ebenezer Cole, and Mr. Bailey. Goodhue didn't remain very long, however, and he transferred the logging business to Messrs. Cole, Cady and Bailey, the consideration being 1,000,000 feet of merchantable lumber delivered at Beloit. And now a few more settlers

CAME STRAGGLING ALONG.

In 1836 Daniel Crowley and his family arrived at Watertown from Vermont. They settled on the east bank of the river and though there were several settlers who had wives with them, it was nine months after her arrival that Mrs. Crowley saw the first white woman. The woods were so thick and intercourse so difficult that the settlers saw very little of one another. The next industry after Goodhue's mill was another saw-mill, erected by James and Patrick Ragan, in the year '36 or '37 on the west side of the river. The land at this time all belonged to the government and timber was undoubtedly had pretty cheap. From '37 to '40 the new settlers were very few and the log-schoolhouse which was

erected and dedicated in '38 was not crowded with pupils, though in justice to the pioneers of that day it must be said that they availed themselves of the first opportunities of educating their children, crude though they certainly were. Up to 1842 there was no rush of immigrants, though each season witnessed a few new comers. Oh, they had need to be made of stern stuff in that early day, those old pioneers! Their work by day was not counting money, nor working at the pleasant pursuits which their descendants now follow, and their weary forms at night did not recline on the downy couches which now woo their children to sweet slumbers. It 1844 Dr. Edward Johnson and many others, now residents of the place, came to Watertown. In this year the flourishing city of Watertown boasted of twenty-five roofs, all told, including houses, saw-mills, barns and taverns. The tired traveler of that day had a

CHOICE OF TWO INNS,

both well kept and reasonable in their charges. "Gilman's Tavern" and "Cady's Tavern" were the names of the houses. Provisions were scarce and dear, too, at that time, but one could get a meal at either of the above places for twenty-five cents, and a bed for the same money. One met many merry comrades at that day, as is always the case when

"A fellow feeling makes men wondrous kind."

Walker & Co.'s stage line was the only means of communication between Watertown and Milwaukee, and there was no regular conveyance going north or west. One stage arrived from and one departed for the metropolis every day (Sundays excepted), and it was a long and tiresome day's journey from end to end. It was fifty miles of a rough road through the woods, and men suffering from liver disorders often felt immensely better after it, though they never knew the reason. From 1846 to 1850 the progress was not very rapid, but it was a steady growth. In the latter year Messrs. Cole and Cady erected the first flouring-mill. The settlers from 1815 to 1855 were mostly Irish, and this nationality was the controlling element for many years. They came from the factories, canals and railroads of the eastern states, and brought very little money with them. In 1850 the Germans commenced to come in in great numbers, and bought up land in quarters, halves and whole sections, at the government price. A small school of Welsh came in about the year '55 and seemed to be as prosperous as any others.

THE FIRST CHURCH

was erected by the Methodists as early as the year 1840. It was a plain bass-wood structure and was the only house of worship in the place until the year 1846, when a Catholic church was erected; this last was a structure 26 by 36 feet, and the congregation which

erected it was presided over by Father Keenan, who was the first resident priest. In 1855, the plat which now includes the Second and Sixth wards was laid out and settled very fast. The Milwaukee and Watertown railroad was projected and commenced in the year 1852, and was finished to Watertown in 1853. From that time the town commenced to feel the impetus of new life; it grew rapidly for some years and would undoubtedly by this time have been a large and flourishing city had it not been for the unfortunate complications in which it became involved by issuing bonds to aid the construction of railroads passing through it.

WATERTOWN AT PRESENT

is a city of 9,000 inhabitants, two-thirds being Germans and the balance American, Irish and other nationalities. It is situated at the junction of the Chicago and Northwestern and the Milwaukee and St. Paul railroads, and so offers the advantages of two large markets to both buyers and shippers. Its industries are numerous and prosperous. There is one large factory here for the manufacture of chairs, rakes and farming implements; a foundry wherein are constructed reapers, mowers, steam engines and machinery of like kind; three large sash, door and blind factories, and two extensive breweries. The Rock river runs directly through the center of the city, north and south. It is a rather singular fact that in a city of this size there is not one colored individual, man or woman, boy or girl. The great blight which is now sapping the life blood of this place is its

BONDED INDEBTEDNESS,

and this, if nothing else, would have made it famous. Just now the subject is being stirred to its depths, and one hears nothing but "bonds, bonds," on every side. In the year 1852 the city of Watertown loaned its credit to the issue of \$80,000 of bonds to aid in the construction of the Milwaukee and Watertown railroad, the understanding being that the railroad company would pay the interest and also take up the bonds as fast as they became due. Circumstances, which we have not the space to detail, destroyed the solvency of the company, and the city was left liable. Again, in 1856, the city loaned its credit to a loan of \$200,000 in aid of the Watertown and Madison road, the company endorsing and agreeing to pay both interest and principal. In 1857 the Chicago and Northwestern railroad secured a loan of \$200,000, and gave stock as security, as also did the Watertown and Madison road, but the Milwaukee and Watertown gave none whatever. This bonded indebtedness has become complicated by the issue of compromise bonds and now the city is groaning under a burden of something like \$600,000 or more, and sees no way out of the difficulty. The city could have freed itself of the debt at one time by buying the bonds at 10 cents

on the dollar, but believed the debt to be illegal and so declined. As it stands now there are two parties in the city, known respectively as Union Leaguers and Redemptionists. The latter is included in an organization known as the citizens association, and includes the leading citizens and heaviest tax payers of the place. They propose to take up all the bonds that are offered at 45 cents on the dollar, and are meeting with encouraging success. This seems to be a fair compromise as the parchment probably never cost the present holders 15 cents on the dollar, and there is little prospect that they will ever get more. A singular fact in connection with this imbroglio is that no service can be made on the corporation instructing them to levy a tax for the payment of their bonds for the reason that they have no mayor. A board of councillors is elected as in any other city, as also a mayor, but they only remain in session long enough to pass upon accumulated accounts and to enable the mayor to sign the tax roll and then all resign. The mayor has his resignation written out before the meeting opens and places it in the hands of the clerk so that if a deputy United States marshal should make his appearance, the executive would resign before service could be made. By this means the city has evaded the law for a number of years, but as it is working detrimentally to the prosperity of the place, the best class of its citizens are making strenuous efforts to get control of municipal affairs and thereby throw off the old man of the sea that is crushing them to earth as was Sinbad of old. There is considerable bad blood between the opposing factions and some violence has already been committed, but the respectable portion of the community is bound to rule. An effort was made by A. L. Cary, of Milwaukee, last winter to provide for legal service in cases similar to that of Watertown, and there is no doubt that such a law will ultimately be passed, so we would caution our friends at Watertown to get their grain in before the rain comes. Watertown was the early home of Carl Schurz and the citizens relate many interesting anecdotes of his residence among them. He was a land agent and money loaner and was at one time a member of the Common Council. As a strong war democrat he had his enemies at that time, but all now unite in giving praise to the most distinguished representative of the German race in America.

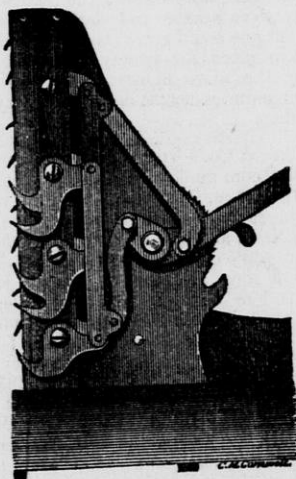
The Eastern Trotting Circuit offers prizes to the amount of \$72,000 at the spring meetings.

Subscribe for the WISCONSIN LUMBERMAN.

THE BOSS DOG.

We desire especially to call the attention of lumbermen—mill owners—to Filer and Stowells log-dog, now so favorably known as the "Boss Dog." There is no doubt what ever in the assertion that this "dog" is by far the most important and useful one ever invented to hold a log. The illustrations will give an idea of the principle of the patent and the following are among the many reasons why the "Boss Dog" is superior to all others. For full information apply to Filer, Stowell & Co., Milwaukee, Wis.

FIRST, It will seize the log and draw it to the standard. No dogs, unless they are curved and work in opposite directions, can do this successfully on all kinds of logs, as well as cants. We control the only patents on this style, and any others



are infringements, not profitable or safe to buy.

SECOND, The double-tooth dog is a new invention, (for which a patent will soon issue,) and is the best device ever found to supplement the teeth usually used for flat surfaces, so that round logs, of whatever shape or size, whether with thick bark, thin bark, or no bark, will be seized instantly by this, and held.

THIRD, They are made almost entirely of steel, (remainder wrought iron,) and examination will demonstrate that the manner of construction is so complete and thorough as to render them the strongest and most durable of any yet made which

have any pretensions to approach them in excellence. For instance: the pivots on which the teeth vibrate are solid with the Bed Plate and $1\frac{1}{8}$ inch diam. of cast steel; the Tap Bolt shown in cut serving only to hold them in position on the pivot.

FOURTH, By a new arrangement of a Ratchet and Pawl the dogs are held in whatever position they are left in the log, and there is, therefore, no possibility of their letting go.

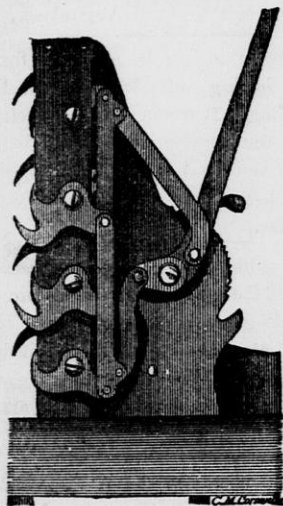
FIFTH, Whenever the operator, through carelessness, or design, drops the lever, all the teeth are withdrawn and recede into the standard, so that in no case can they get their noses taken off by the saw. Mill men will appreciate the danger to men, saw and dogs which is thus avoided.

SIXTH, The leverage, and consequently strong grip, of this dog is greater than is

which may be substituted for any other Standard—included the Stearn's Standard, winged or otherwise. The face of the Standard being wide, and the teeth of Dog coming forth from the center of it, have no tendency to spring the cant, thus obviating the necessity of wings, inasmuch as they serve the same purpose. The left hand Cut represents the Dog in position for holding a round log. It will be seen that it is adapted to any size, as two or more teeth are sure to enter and hold it so securely that we are willing to guarantee that any ordinary size upto 18 inches may entirely be sawed up from the first dogging, without rolling the log at all. The Cut on the right hand shows position of teeth when in a flat surface. Five or more teeth enter where the surface is wide—the supplementary teeth being driven in or not at the option of operator.

NINTH, The valuable qualities of our Dog are secured, first, by letters patent, granted to N. F. Beckwith, December 26th, 1871, and by the applications for Patents above referred to, which cover all that is really valuable in any mechanical canine for this purpose.

Finally, Feeling confident that we truly have the very best Dog yet born, we offer him to responsible mill men with the proviso that, after test, if he is not found *indispensable*, we will call him off, and there shall be no damage or expense to anybody but ourselves.



found in any other, so that a more secure hold is obtained by this dog, with slight exertion, than is gained in others by the utmost effort.

SEVENTH, By the application of a universal joint to connecting shaft, these dogs, may be attached to head blocks, which are independent of each other, so that it makes no difference whether the standards move parallel with each other or not, the Dogs will operate simultaneously on each standard from the motion of the one lever. For this feature also application for a Patent is pending.

EIGHTH, The Dogs as usually made may be attached to any ordinary Standard. We also make a Standard containing the Dog

Horse Disease in the West.

A kind of influenza has broken out among the horses in many of the Western towns, its first appearance in malignant form being reported from Detroit, Mich., where a number of animals have fallen victims to it. The malady prevailing at present bears no relationship to the epizootic, although some of the earlier symptoms are similar. The horse becomes weak in the legs, staggering as he walks, refuses to eat, the eye loses its luster, the hair its glossiness, the head hangs downward and is apparently raised with considerable difficulty, and breathing is hard and stertorous. There is, however, no swelling in the throat, or copious yellowish discharge from the nostrils, as in case of epizootic. The physicians who have investigated it, generally agree that this disease is a species of influenza; which soon develops into lung fever. It is very dangerous unless treated at once. The doctors say that as soon as the disease becomes

manifest, the animal should be freed from work, rubbed dry, blanketed, stabled in a dry, light apartment, and a veterinary surgeon summoned at once.

Iron Money.

We have probably heard the last of the kind of scrip which has passed under the general name of "iron money." By provision of the late act of Congress popularly known as the Little Tariff Bill, which went into effect February 8th, furnace scrip is taxed 10 per cent. upon the amount paid out. This practically taxes it out of existence, for no manufacturer could afford to pay such a tax, and, unless the law can be circumvented in some way, the furnace owners must dispense with the convenience of employing scrip in the adjustment of accounts.

For some reasons this action on the part of Congress is to be regretted, for others not. There have been times when these printed notes of hand, payable on demand in lawful money by the treasurers of the companies issuing them, have served a useful purpose as a circulating medium. This was especially true during the panic, when the banks locked up legal tenders, and where districts without adequate banking facilities were practically drained of currency. They have also served at times a very useful purpose as a medium of exchange between the servants of the companies and the tradesmen who, in the absence of currency, have taken these demand notes with confidence and have handled them as money. It is generally conceded, however, that while these notes have been a convenience, especially in the Northwest, there no longer exists a necessity for them great enough to justify their continuance in use, and a toleration of these issues of notes secured by nothing but the credit of companies which have, in some instances, uttered them for amounts beyond their capacity to redeem them in lawful money or bankable securities, might give rise to serious and far-reaching evils. Under the present law, national banking is made practically free, and for many reasons which need not here be detailed, it is much better that a well secured currency should take the place of the iron money in those districts in which the latter has hitherto been the chief local circulating medium.—*Iron Age.*

John Mitchell's death has afforded an opportunity for nearly all our cotemporaries to illustrate the narrowness of their geographical attainments. Nearly every one of our exchanges, and they are legion, describes his expatriation to Australia, the island continent that he did not even see. Mr. Mitchell was transported to Van Diemen's Land, and from that British convict settlement the Irish patriot made his escape. The relation of Van Diemen's land to Australia, is about the same as the West India Islands bear to this continent, but it is too much to expect that in these days of spelling schools, and numberless other anxieties, journalists should possess general and particular knowledge of the location and settlement of Australasia.

Senator Cameron is en route for La Crosse, having left Washington, D. C. last evening. It would be interesting to witness the earlier interviews between Cameron and his democratic abettors who are responsible for the error which he personifies.

It is not likely that after their recent experience the people of Wisconsin will soon again give the reins of power to the hands of republican political adventurers. It would cost the state five years of commercial prosperity to witness another session of such a legislature.

There seems to be a race between U. S. troops and the Sioux in their war paint, for the gold miners camp in the Black Hills. Should the soldiers startle the diggers from their devotions, it will be well for them, as otherwise the worshipers of metals, will assuredly lose their scalps. The authorities at Washington cannot secure obedience from either white men or red.

The operations of every day, set in a strong light the soundness of the advice which the JOURNAL OF COMMERCE gave to the farmers who had corn for sale. The advance is steady to this hour.

MILWAUKEE & DUBUQUE

Prospectus of the Milwaukee & Dubuque Railroad Company.

Showing what is Required of the Business Men of Milwaukee and of the Towns along the Line, to Ensure the Success of the Enterprise.

More than twenty years ago, a charter for a railroad was granted between Milwaukee and Beloit; the road was almost completely graded to Elkhorn, about 40 miles. The panic of 1857 overtook the company and the iron was never laid. A mortgage given by the stockholders in favor of the contractors was subsequently foreclosed, and the road bed has been suffered to become grass grown.

The adoption of the narrow gauge system of railroad construction in Iowa and Northern Illinois, which promises connection with the coal fields and grain fields of the two sections, has opened the necessity for the completion of this line, and a company has been formed and has purchased the bed of the old company at less than 6 per cent. of what has actually been expended on the construction.

The road runs ten miles on an average from any other road to Elkhorn, and through as fine a country as exists in Wisconsin, and under a complete state of cultivation; the people along the route are enthusiastic for the completion of the road, and if they expect to have the road completed must raise most of the money to pay for the construction of the line through their territory.

It is well-known that the parties who first subscribed irretrievably lost what they put into the road, and this was particularly hard because the road was not completed, and it is natural that they should distrust any parties who attempt to revive the project, and in view of this state of thing it is proposed to call upon the capitalists and business men of Milwaukee, who would be so much benefitted by this road to subscribe for enough to get the road ironed and equipped for ten or twelve miles from the city, and to ask the towns to guarantee a certain amount of stock to be issued when their several town lines are actually reached by the superstructure. If this is done in good faith the road can be completed to Elkhorn the present season.

It is admitted that the present is a remarkably good time to build railroads on account of the low price of labor and material, and if this road is completed at all it must be in this way, for the day of building railroads in the west by "placing" bonds in the east at a ruinous discount to finally swamp the stockholders is forever past, and we propose it this enterprise to conduct its affairs on strictly honest and economical principles. The capitalists of Milwaukee never had such an opportunity for a good investment, and at the same time to assist in building up the city and country along this line, for those who go into the company receive the full benefit of the half million already sacrificed by the original stockholders.

The charter of the road contemplates a continuous line to Dubuque, but what route will be taken after reaching Walworth county will depend upon the inducements that are offered on the several feasible routes between the two points.

As to the narrow gauge track which is proposed, it may be well to say that the cost of superstructure and of running expenses is less than the old gauge, while the capacity of the track for business is greater than is done on nineteen-twentieths of the roads in the country.

The iron is lighter, the engine and cars are lighter and the amount of dead weight to be carried in proportion to paying freight is very much in favor of a narrow gauge, which will be understood when we affirm that a narrow gauge train loaded weighs less than a standard gauge train empty!

It is admitted that what is wanted in Wisconsin in common with the whole west is cheap transportation, and those who have given this system intelligent attention are satisfied that the three feet gauge is to be the principal instrumentality in furnishing it.

Iowa has a road 35 miles long in operation, coming from Des Moines in this direction, and its success has been so great that an extension to the Mississippi will soon be built, with Iowa money and by Iowa men as it has been so far on the road already built.

The Milwaukee and Dubuque road has the Mississippi and the grain fields of Iowa as the ultimate objective point, with connections to Nebraska and Colorado, where several hundred miles of this gauge are in operation, and so on to the Pacific via the Southern Pacific road which will have the three feet gauge in all probability.

Connections will also be made with a road already under contract with the coal-fields of Illinois, which will make a material reduction in the cost of that article in Milwaukee, laying it down at our doors from \$3 to \$4 a ton, and thus securing the prosperity of Milwaukee as a manufacturing center. With these facts and considerations it would be a crime against the best interests and future prosperity of Milwaukee should this opportunity be suffered to pass unimproved.

It is confidently expected that the business men of the city will promptly subscribe the limited amount required, that the completion of this line for the first forty miles may at once be entered upon.

We have thus in a few words presented a brief abstract of the condition and prospects of this railroad project, trusting that the intelligent enterprise of our citizens will see the absolute necessity of individual exertion, for it is absolutely certain that if this road is to be completed, and no longer remain a disgrace to the city as its present unfinished condition certainly is, there must be a general and popular subscription to the stock, for as already indicated, this road is to be built by the people, owned by the people, and, of course, operated in the interest of the people.

There are one hundred business men in Milwaukee who can and ought to subscribe and pay for \$1,000 in stock each, one hundred men who can without inconvenience take \$500 each, and 500 clerks, mechanics and laboring men who could take a single share of \$100, paying the installments from their surplus earnings, and thus make a good investment, for there is no doubt as to the value of stock in this road, for it must begin to make handsome returns even when the first thirty miles are completed, for the location of the line is through the finest agricultural country in Wisconsin, and with the early and late trains which will be run ten or fifteen miles out, at say a cent a mile fare, suburban villages must spring up along the track where men can live while they do business in the city, the difference in rent more than paying their season tickets.

It is contemplated to encourage local business and encourage settlement along the route by placing the single fares at less than the Potter law allows, while round trip tickets, package tickets, punch tickets, 100, 500, 1000 mile and commutation tickets will be placed at the lowest figure compatible with fair profit on the business.

By this means settlement along the line

will be encouraged and a local business secured that will continually increase, and which no rival road can take from us, for while we place great dependence upon through freights coming from beyond Dubuque and over the Peoria & Fond du Lac and other connecting lines which are sure to be built, we propose to pursue a policy as to local business that will merit the satisfaction and encourage the satisfaction of the people we shall accommodate.

We are perfectly aware of the depreciation of railroad securities with few exceptions throughout the country, but the dullest comprehension can see that here is an exceptional case; for our road, instead of costing from 30 to 65 thousand dollars a mile as most of the old gauge roads have, including their watered stocks, will cost less than \$10,000 over the graded portion and only about \$15,000 over the remainder of the distance.

That the construction of this road will be of incalculable benefit to Milwaukee and Dubuque, as well as every town through or near which it passes requires no argument, and while we do not ask the farmers to mortgage their property to raise money to assist us in building this line we do respectfully ask them to subscribe when they can without inconvenience, to be paid in work or material where that can be done.

Our reasons for adopting the three feet gauge are its cheapness in building, its diminished cost of operating and reduced expense for repairs, which diminishes the ratio of running expenses to gross receipts, leaving a greater margin for profits.

This, with the fact that freights of all kinds and passengers can be carried as easily and comfortably as on the old gauge, and the certain prospect that this is to be but a single link in a great chain of connecting roads, which are to solve the question of cheap transportation, has decided us to build our road of the standard three feet gauge.

It will be admitted that railroads have done more for Chicago and Milwaukee than lake Michigan, while the railroads terminating in Dubuque have added to her prospects more than the Mississippi river.

Remembering this point in connection with the certainty of connecting the Mississippi and the lakes by a route shorter than any other, and of connecting with the coal fields of Illinois, the mineral region of southwest Wisconsin, the iron ores to the north of us as well as the pine region, and at the same time developing a most fertile agricultural country, it would seem that the most ordinary public spirit of our citizens would not rest until the work is accomplished—for we must here reiterate that the work, if done at all, must be done by local effort, with local money; for no eastern or foreign capitalists are coming here to build this road, or indeed any western road for years to come, or at least until we have demonstrated the value of such roads.

by years of prosperity; and then having begun in this career of self-reliance we shall shall not require outside assistance.

Indeed, the happy conception of the three-foot gauge has placed it in the power of every town to build and own its own road, and thus be relieved from continued contributions to outside parties, which becomes such a devastating drain upon any community.

In conclusion we ask the confidence of the people in this enterprise, and trust that our appeal for funds to iron and equip the forty or fifty miles already graded, will meet with such a cheerful and ready response that the work can at once be entered upon, and the first division completed the present season while labor and material can be obtained at such a low figure.

It will not be denied that Chicago makes a successful bid for a large amount of Wisconsin trade through her Northwestern and other roads, and we greatly mistake the temper of the business men of Milwaukee if they do not accept this offer and opportunity to make reprisals from Illinois and Iowa; for it must not be forgotten that the first twelve or fifteen miles of this road is the beginning of the Milwaukee and St. Louis Air Line, which will run southwest through the whole state of Illinois.

Black Stains for Wood.

A German trade circular describes two kinds of black stains for wood: (1) The ordinary black stains for different kinds of wood. (2) The black ebony stain for certain woods which approach nearest to ebony in hardness and weight. The ordinary black-wood stain is obtained by boiling together blue Brazil wood, powdered gall apples, and alum, in rain or river water, until it becomes black. The liquid is then filtered through a fine organzine, and the objects painted with a new brush before the decoction has cooled, and this repeated until the wood appears of a fine black color: It is then coated with the following liquid, a mixture of iron filings, vitriol, and vinegar is heated (without boiling), and left a few days to settle. If the wood is black enough, yet for the sake of durability, it must be coated with a solution of alum and nitric acid, mixed with a little verdigris, then a decoction of gall apples and logwood dyes are used to give it a deep black. A decoction may be made of brown Brazil wood with alum in rain water, without gall apples; the wood is left standing in it for some days in a moderately warm place, and to it merely iron filings in strong vinegar is added, and both are boiled with the wood over a gentle fire. For this purpose soft pear-wood is chosen, which is prefer-

able to all others for black staining. For the fine black ebony stain, apple, pear, and hazel wood are recommended in preference for this; especially when these kinds of wood have no projecting veins they may be successfully coated with black stain, and are the most complete imitation of the natural ebony. For this compound 14 oz. of gall apples, $3\frac{1}{2}$ oz. of rasped logwood, $1\frac{3}{4}$ oz. of vitriol, and $1\frac{3}{4}$ oz. of distilled verdigris are boiled together with water in a well-glazed pot, the decoction filtered while it is warm, and the wood coated with repeated hot layers of it. For a second coating a mixture of $3\frac{1}{2}$ oz. of pure iron filings dissolved in three-quarters of a litre of strong wine vinegar, is warmed, and when cool the wood already blackened is coated two or three times with it, allowing each coat to dry between. For articles which are to be thoroughly saturated, a mixture of $1\frac{3}{4}$ oz. of sal-ammoniac, with a sufficient quantity of steel filings, is to be placed in a suitable vessel, strong vinegar poured upon it, and left for fourteen days in a gently heated oven. A strong lye is now put in a good pot, to which is added coarsely bruised gall apples and blue Brazil shavings and exposed for the same time as the former to the gentle heat of an oven, which will then yield a good liquid. The pear-wood articles are now laid in the first named stain, boiled for a few hours, and left in for three days longer; they are then placed in a second stain, and treated as in the first. If the articles are not then thoroughly saturated, they may be once more placed in the first bath, and then in the second.

Decision of the Michigan Supreme Court Relative to Log Running.

The case of Speechley & Lee vs. Thunder Bay Boom Company, taken from Alpena circuit, was decided in the supreme court against the Boom Company and affirming the decision in the lower court. The principal question involved was the right of a boom company to flood a stream in order to enable it run a large quantity of logs of certain rapids in the Thunder Bay river, interfering with the property of Speechley and Lee below. The court held that the Boom Company had no such rights—that the question of such use being a reasonable one was a question of law for the court and not one of fact for the jury.

Lake Michigan and Lake Huron Lumber Districts.

Reports at below mentioned Lake Michigan manufacturing points, show a decrease of 26,327,145 feet of lumber, and 195,138,591 feet of logs; and at Lake Huron manufacturing points below mentioned, a decrease of 38,366,000 feet of lumber, and 19,000,000 feet of logs, on hand January 1st, 1875, as compared with stocks on hand, January 1st, 1874. A total decrease of 64,693,145 feet of lumber, and 214,138,591 feet of logs, or a total decrease of lumber and logs of 278,831,736 feet. At same Lake Michigan manufacturing points, the manufacture shows a decrease of 188,454,994 feet, and at Lake Huron manufacturing points, a decrease in manufacture of 130,000,000 feet in 1874, as compared with 1873; a total decrease in manufacture of 318,454,994 feet.

LAKE HURON POINTS.		Stock of Lum- ber on hand, January 1, '74.	Stock of Lum- ber on hand, January 1, '75.	Decrease of Stock of Lum- ber on hand, Jan. 1, '75, compared with Jan. 1, 1874.	Stock of Logs on hand, January 1, '74.	Stock of Logs on hand, January 1, '75.	Decrease of Stock of Logs on hand, Jan. 1, 1875, compared with Jan. 1, 1874.
Alpena,	-	16,000,000	11,000,000	5,000,000	40,000,000	34,000,000	6,000,000
Au Sable,	-	8,166,000	5,000,000	3,166,000	11,000,000	10,000,000	1,000,000
Saginaw Valley,	-	191,200,000	161,000,000	30,200,000	232,000,000	220,000,000	12,000,000
Total,	-	215,366,000	177,000,000	38,366,000	283,000,000	264,000,000	19,000,000

LAKE MICHIGAN POINTS.		Stock of Lum- ber on hand, Jan. 1, 1874.	Stock of Lum- ber on hand, Jan. 1, 1875.	Increase of Stock of Lum- ber on hand, Jan. 1, 1875, comp'd with Jan. 1, 1874.	Decrease of Stock of Lum- ber on hand, Jan. 1, 1875, comp'd with Jan. 1, 1874.	Stock of Logs on hand, Jan. 1, 1874.	Stock of Logs on hand, Jan. 1, 1875.	Increase of Stock of Logs on hand, Jan. 1, 1875, comp'd with Jan. 1, 1874.	Decrease of Stock of Logs on hand, Jan. 1, 1875, comp'd with Jan. 1, 1874.
Saugatuck,	-	2,260,617	5,000,000	2,739,383		3,000,000	2,500,000		500,000
Grand Haven and Spring Lake,	-	40,000,000	34,500,000		5,500,000	35,200,000	15,000,000		20,200,000
White Lake,	-	2,000,000	5,500,000	3,500,000		6,000,000	1,500,000		4,500,000
Big Rapids,	-	8,000,000	18,000,000	10,000,000		1,500,000	1,500,000		
Newago,	-	5,000,000	5,000,000			5,000,000	5,000,000		
Muskegon,	-	20,000,000	3,000,000	2,300,000	17,000,000	101,000,000	12,000,000		89,000,000
Manistee,	-	8,000,000	10,300,000			56,513,940	22,000,000		34,513,940
Pentwater,	-	1,000,000	500,000		500,000				
Ludington,	-	13,000,000	3,000,000		10,000,000	27,800,000	17,000,000		10,800,000
Grand Traverse,	-	6,541,528			6,541,528	9,159,651	4,308,000		4,851,651
Oconto,	-	10,500,000	7,300,000		3,200,000	35,000,000	15,000,000		20,000,000
Peshigo,	-	3,000,000	500,000		2,500,000	15,000,000	14,000,000		1,000,000
Ford River,	-					2,167,000	2,289,000	122,000	
Menominee,	-	4,000,000	4,375,000	375,000		13,500,000	6,505,000		6,995,000
Cedar River,	-					4,500,000	1,600,000		2,900,000
Total,	-	123,302,145	96,975,000	18,914,383	45,241,528	315,340,591	120,202,000	122,000	195,260,591

The above points manufacture 85 per cent. of all Lumber seeking a market at Chicago.

RECAPITULATION.

Decrease of Lumber on hand, Jan. 1, '75, as compared with Jan. 1, '74, at Lake Mich.	points, 26,327,145 ft.
" " " " " " " "	Huron " 38,366,000—64,693,145 ft. Lum.
" " " " " " " "	Mich. " 195,138,591 ft.
" " " " " " " "	Huron " 10,000,000—214,138,591 ft. Logs

Total decrease of Lumber and Logs on hand Jan. 1, '75, as compared with Jan. 1, '74, 278,831,736 ft.

From our reports from correspondents at the following Lumber Distributing Centers, the stocks on hand January 1, 1875, as compared with January 1, 1874, show a total decrease of 88,395,322 feet.

	Stock on hand, January 1, 1874.	Stock on hand, January 1, 1875.	Increase of stock on hand, January 1, 1875 compared with January 1, 1874.	Decrease of stock on hand, January 1, 1875, compared with January 1, 1874.
Detroit, Mich.,	35,890,000	29,000,000		5,890,000
Cleveland, Ohio,	111,300,000	80,900,000		30,400,000
Hannibal, Mo.,	53,300,000	47,250,000		6,050,000
Davenport, Iowa,	18,600,000	19,460,000	860,000	
St. Louis, Mo.,	153,000,000	136,495,000		16,505,000
Toledo, Ohio,	40,000,000	53,750,000	13,750,000	
Clinton, Iowa,	48,000,000	60,000,000	12,000,000	
Dubuque, Iowa,	35,000,000	42,000,000	7,000,000	
Minneapolis, Minn.,	104,000,000	102,000,000		2,000,000
Burlington, Iowa,	35,000,000	40,000,000	5,000,000	
Albany, N. Y.,	114,000,000	84,550,000		29,450,000
Williamsport, Pa.,	271,459,314	234,748,982		36,710,322
Total,	1,018,549,314	930,153,992	38,610,000	127,005,322

Total decrease January 1, 1875, as compared with January 1, 1874, at above distributing points, 88,395,322 ft.

ABOUT PLACERVILLE, CAL.

THE SACRAMENTO AND EL DORADO COUNTY WOOD AND TIMBER CHUTE—NEW DICHES IN EL DORADO COUNTY—HOW ALL WILL NATURALLY COMBINE INTO OUR COMPREHENSIVE SYSTEM—GIGANTIC TIMBER RESOURCES OF THE COUNTRY TO BE DEVELOPED.

[Correspondence of The Record-Union.]

PLACERVILLE, FEB. 16, 1875.—*Eds. Record-Union*: The interest manifested by the Record-Union in the permanent prosperity of Sacramento leads me to give some additional items to those already given to its readers, in regard to the amount of timber and cord wood, and the facilities, present, and prospective, for transporting them from this country to Sacramento city. In El Dorado county there is a timber belt, the west line of which lies in about the longitude of Placerville, and extending north and south from thirty to forty miles across the county. Its breadth west to east varies from thirty to fifty miles, comprising about 1,200 square miles, or more than 700,000 acres, most of which is well wooded; the larger portion being covered with a heavy growth of sugar pine, yellow pine, spruce, cedar, or oak, with some California maple, and in some places a large growth of California laurel, the two latter being suitable for manufacturing furniture, or ornamental work. In this timber belt are contained probably 200,000 acres of the finest sugar pine forests in the state.

Much of this fine timber is being destroyed by persons known as "Shake makers." Sugar pines of gigantic size, often from eight to twelve feet in diameter at the base, tapering slightly to a height of eighty or a hundred feet without a limb, are felled, a "cut" four feet in length sawed off, and if not found to "rive" well, the tree is abandoned and left to decay; while if the tree is acceptable to the shake makers, not more than a third or a half of it is worked up. I am informed by a United States surveyor that he recently saw 32,000 shakes made from sixty feet of a tree, the remainder left to destruction by the elements. The writer has seen hundreds of sugar pine trees partly worked, and then left to rot or be burned by autumnal fires, which so frequently pass over portions of this timber tract. A tree of the kind above mentioned, if sawed into plank would produce more than 40,000 feet finishing lumber, worth in Sacramento five cents per foot—\$2,000—while if manufac-

tured into shakes, would not bring one-fourth of that sum in the same market.

The objection to parties manufacturing shakes is not so great as the wanton destruction of this fine timber. Shake makers ply their vocation on government lands, surveyed or unsurveyed, and on railroad lands alike.

An old hunter who frequents those localities informed the writer this week that the destruction of timber by shake makers is alarming, and ought to be discontinued. I have called attention to the destruction of this fine timber that persons most interested may take notice of the same.

Intelligent and successful lumber men, who have been engaged in the business for twenty years or more in this country, and who have examined nearly every square mile of this timber belt, inform me that there are many thousands of acres that will produce 300,000 feet to the acre of merchantable pine and spruce lumber, and that the average of the whole will range between 5,000 and 300,000 feet to the acre.

If the average per acre is placed at 20,000 feet, this belt will yield fourteen billion feet of boards, or more than ten million cords of four foot wood.

There is a large amount of the finest quality of black oak wood—in addition to the pine and spruce—which is worth in market \$2 per cord more than the white oak, which grows to the west of this belt, and along the foot-hills, and is now the principal wood sent to the Sacramento market.

The north and middle portions of this timber is situated along the tributaries of the middle and south forks of the American river; the south portion along the tributaries of the Cosumnes river. That portion lying on the northwest slope of the Diamond Spring ridge, in the vicinity of Newtown, Pleasant valley, Sly Park, and east of there; all of that along the Placerville ridge, and the middle and southern slope of the Georgetown ridge, in the vicinity of Gaddos and Silver creeks, can be reached and transported to Placerville by the El Dorado Water and Deep Gravel and Mining Company's canal and its branches, now in course of construction, and which will be completed the coming summer. The main trunk of this canal is about forty miles in length, twelve feet wide on top, six feet wide on the bottom and five feet deep; the minimum grade being six feet to the mile, with curved flumes

across the head of the ravine, so constructed as to allow the floating of timber thirty feet in length. The terminus of the main canal, five miles east of Placerville, will have an altitude of more than twelve hundred feet above Shingle Springs, the present terminus of the Placerville and Sacramento Valley Railroad. A chute or V flume, can be constructed from the main canal via of Diamond Springs and Mud Springs to Shingle Springs, the length of which would be thirteen miles, with a fall from seventy-five to one hundred feet to the mile, which would insure success for transporting cord wood, and timber also, if the flume be of proper size.

A chute, to be profitably used for timber, would require to be constructed of two inch plank, twenty-four inches wide, which would be eight feet to the foot—board measure—tressle-work or support of the flume, about four feet of lumber to the foot, in all twelve feet of sawed lumber to one foot of flume, or about sixty-four thousand feet of lumber to the mile, worth 2 cents per foot, \$1,280 per mile, or a total cost per mile of \$2,300. A chute thus constructed, with the use of seventy-five inches of water, would transport 300 cords of wood or 300,000 feet—board measure—to Shingle Springs or other points on the line, every twenty-four hours, at a cost of \$20 for motive power. Inch boards cannot be carried through a V flume. A chute for the transportation of cord wood only could be constructed for a much less sum. If the Placerville and Sacramento Valley railroad should soon be completed to this place, which our citizens are very anxious to have done, a five mile chute would be all that would be required. With the railroad terminus at this place, Placerville would become an important point for the burning of charcoal and the shipping of wood and lumber. Charcoal could be loaded into cars and transported in bulk and deposited in the machine shops or mills at Sacramento with but one handling. This center route by the El Dorado Water and Deep Gravel Mining Company canal commands one half, if not two-thirds of the timber and cordwood in the country.

On the north side of the Georgetown ridge and southern slope of the Middle and North Fork of the American river, chutes can be constructed from the California Water Company's canal near Georgetown, and from the North Fork ditch in Placer county, both of which would terminate at or near Folsom; that on the Grizzly Flat ridge by chutes from the Consumnes river

to Shingle Springs or Latrobe. Thus at a comparatively small outlay of capital Sacramento can be supplied with cheap-fuel and lumber for all manufacturing and domestic purposes, from El Dorado county, and the supply cannot be exhausted in the next fifty years. In the vicinity of Diamond Springs, Placerville, Kelsey and Georgetown, where lumbering was carried from 1850 to 1856, the large trees cut down, and since that time autumnal fires prevented, which, before the occupation of the country by white settlers, destroyed the young trees and undergrowth, a dense forest of luxuriant growth have sprung up and now cover the hills and most of the uncultivated land. Those young pines are from ten to fifty feet in height, and from three to twelve inches in diameter, and when cut and seasoned in summer, make excellent firewood or charcoal. Such wood is much used now by families here.

If Placerville had direct communication with tide-water, she might be a formidable competitor with Sacramento or Chico for the rolling mills. Her water power is cheap, and equal to anything of the kind in the state, and besides her wood and timber facilities we have excellent beds of iron ore, one about one mile from town, with another some distance from here which is almost pure metal, and in vast quantities. I am informed by parties who have tested it, that in a common blacksmith's forge they have worked it for horse-shoes.

Oxford.

Effects of Hard Times in London.

The sales of plate and jewelry in London this spring will exceed the ordinary displays in this branch of costly decoration. Early in March a casket of jewels of rare magnificence, belonging to a lady, will be offered for sale. Added to these are a gold vase, more than 100 ounces in weight, chased and enamelled in colors, and studded with 1,700 precious stones; an Eleanor cross in silver, a grand piece of old Venetian work in silver, enriched with gems, representing the "Triumph of Maximilian," and large camel by Girometti and other famous Roman workers. Following these sales, in April, comes, notwithstanding the accession of King Alfonso XII., the sale of the jewels of Dona Isabel de Borbon, which had been announced some time before the recent change in Spain. Some articles have been withheld, but at present the directions given to sell remain in force. Among the collections of old plate, which will enable the virtuosi in this favorite walk to enrich their cabinets, is that of the late Mr. Klockman, a German merchant of London, which is to be sold in May

INSPECTION LAW.

A BILL TO AMEND THE MICHIGAN INSPECTION LAW.

A BILL—To amend section 1461, 1462, 1465, 1476, 1480, 1496, and 1500 of the compiled laws of 1871, being sections of the act entitled "an act to regulate the manufacture and provide for the inspection of salt."

SECTION 1. *The People of the State of Michigan enact*, that sections 1461, 1462, 1465, 1476, 1480, 1496 and 1500 of the compiled laws of 1871, being sections of an act entitled "an act to regulate the manufacture and provide for the inspection of salt," shall be and the same are hereby amended so as to read as follows:

(1461) Sec 4. The inspector shall be entitled to receive an annual salary of two thousand dollars. He shall also be allowed the further sum of five hundred dollars annually for the expense of providing and furnishing his office, and for clerk hire, stationery, books, printing and traveling expenses. His deputies shall be entitled to such sums as he may approve, not exceeding in any case the sum of one hundred dollars per month for the time actually employed. All salaries and expenses provided for by this act shall be retained by the inspector out of the money received under section five of this act, and accounted for and paid out by him as provided in this act; salaries to be paid monthly: provided, that in case the amount of money received for the inspection of salt, according to the provisions of section five, shall not be sufficient to pay the salaries and expenses of the inspector and his deputies as provided herein, that the amount of such deficiency shall be deducted from said salaries *pro rata* to each.

(1462) Sec 5. Each person, firm, company and corporation engaged in the manufacture of salt, or for whom any salt shall be inspected, shall from time to time, as salt is inspected or offered for inspection, pay on demand to the inspector, or to the deputy of the district where the salt is inspected, two miles for each bushel of salt inspected or offered for inspection: provided, that the same may be required to be paid in advance; and provided further, that but one inspection fee shall be paid on the same salt. In case any person, firm company or corporation shall neglect or refuse to pay such inspection fees, on demand, at this, their or its office or manufactory, the party so refusing shall be liable to an action therefor, in the name of

the inspector; and the certificate of inspection, with proof of the signature of the inspector or deputy giving the same, shall be *prima facie* proof of the liability, and the extent of the liability of the party so in default; and it shall be lawful for the inspector and his deputies to refuse to inspect salt manufactured at the works so in default, until the amount due is paid; all money received by or paid to any inspector under this section shall forthwith be paid to the inspector. The inspector shall keep just and true accounts of all money received under this section, and an account of the amounts received from or paid by each person, firm, company or corporation engaged in the manufacture of salt, and all other things appertaining to the duties of the office, and the said books and accounts shall always during office hours be subject to the inspection and examination of any person who may wish to examine them, shall be deemed the books of the office, and shall be handed over to his successor in office, together with all the money and effects belonging to the office.

(1465.) Sec. 8. The inspector shall keep his principal office in either Saginaw or Bay county, and the deputy for the district in which such office is located may occupy the same office. This office shall be open at all times during business hours. All the books, records and accounts shall be kept in this office, and each deputy shall, at least once a week, make a written report by mail or otherwise, to the inspector, of the salt inspected by him during the week, stating for whom, and the quantity and quality thereof. Abstracts of these reports shall be entered in books provided for the purpose. Said inspector, shall in proper books, keep a full record and account of all his transactions; and such books shall be open for the inspection and examination of all persons wishing to examine the same during office hours.

(1476.) Sec. 19. Each inspector or deputy shall deliver to the party for whom he shall inspect salt a certificate of the quantity and quality inspected, and shall thereupon direct the employes of the manufacturer to brand and mark, under his personal supervision, with durable paint, the package containing the salt so inspected, with the surname of the inspector at length, and the initials of his Christian name, with the addition of the word "Inspector," in letters at least one inch in length, and shall also cause to be marked or pranded by the employes of the manufac-

turer, upon the head of the barrel, cask, or package, the weight prescribed for such barrel cask or package by the inspector, when such weights are in conformity to the rules and regulations prescribed by the inspector in that regard, and if such weights do not correspond to the rules and regulations, he shall cause the same to be repacked so as to conform thereto.

(1480.) Sec. 23. The inspector and his deputies, in their daily examination of the several salt manufactories, shall examine all bins of salt for the purpose of ascertaining whether any salt is packed contrary to the provisions of the foregoing section.

(1496.) Sec. 39. In case of any vacancy, from any cause, in the office of the inspector, the deputy who has been longest in office shall possess the power and perform the duties of inspector until such vacancy shall be filled; and the bond of the inspector and his sureties shall continue to be liable for the acts of all the deputies until such vacancy shall be filled.

(1500.) Sec. 43. In case the inspector shall, at the time of making any annual report, have a surplus of money arising from the inspection fees in this act provided for, in his hands, he shall apportion back and pay such surplus to the persons, firms or corporations for whom salt has been inspected during the last preceding year in proportion to the amounts paid by them respectively for inspection fees: provided, that in no case shall the state be held liable for any obligation or expenditure in consequence of any of the provisions of this act.

Matches to Come to an End.

The Paris correspondent of The London Daily News has been shown a simple apparatus which will probably sweep away the match trade. It is called the electrical tinder-box, and is small enough to be carried in a cigar-case. Opening this box, you see a platinum wire stretched across. Touching a spring, the wire reddens sufficiently to light a cigar. At will you can introduce into a tiny scone a mesh of cotton steeped in spirits of wine or petroleum, which, taking fire, does service as a nurse's lamp. The hidden agency which heats the wire is a very small electrical battery, set in action by the touching of the spring. The trade price of the "electrical tinder-box" will be half a franc, or fivepence. Its inventor promises that it will be an economical substitute for the lucifer match.

Uncle Billy's Objections to Civil Rights.

I "interviewed" Uncle Billy, a good old colored friend of mine, the other day, on the question of civil rights.

"Don't want nuffin mo'," said Uncle Billy. "Got too much already fur dis niggah."

"How is that, Uncle Billy? Is it not a good thing to be equal before the law?"

"Now, Marse Boss," grunted Billy, plaintively, "dar's just whar the misery comes in. We're ekal befo' de law, and dar you hit our weak pint. Befo' de waw, ef niggah stole chicken an' pig, yer jerked him up, guv him thirty-nine lashes, an' let him go. But jist let a cullud pusson try it now! Yer hauls him 'fore court, and sen's him to de penitentiary, jist like he was one of yer poor white trash. Dat's what 'tis to be ekal 'fore de law!

I suggested to Uncle Billy that this might be obviated by being a little more honest.

"Marse boss," interrupted Billy, "we can't run agin natur'. It's nat'ul for niggah to steal pig and chicken, fryin' size. Yer knows it is, an' 'tain't no use tryin' to stop us. Now, we uns are willin' to let you uns alone, and you all jist let us alone on this pint. We're powerful weak on dis pint, Marse Boss."

Just here a perverse and disloyal spirit tempted me to hint to uncle Billy that the colored people were indebted to their republican friends for this change in their status.

"Well, den, Marse Boss," said he, "all Ise got to say is, de law's got to be changed. Mus' hab a law for de white man and a law for de black man."

Strange as it may seem, some of our best citizens echo Uncle Billy's sentiment. They are inclined to view the negro's minor transgressions in a lenient light, and I know that some of our democratic judges impose lighter penalties upon colored men for small offenses than they would do in cases where the guilty parties were white.

Before Uncle Billy left I asked him how he would like to sit down at the table with white folks in the hotels.

"Great Goddlemighty!" exclaimed the good old man. "I allow youse tryin' to make fun o' dis ehila. Why, you knows yourself dat no cullud pusson ebber lets a white man see 'em eat ef dey can help it!"

This is strictly true. The ordinary Southern negro will not eat in the presence of a white spectat'or.

"Well, Uncle Billy," I said, "it is very

evident that you don't want any civil rights."

"Not anything mo', I tank you," replied Billy. "Nearly done ruined now. Hev to pay my own doctor's bills; lost all my money in de Freedmen's Bank; nobbber got no forty acres an' de mule dey promised me; an' can't help myself to a little chicken, fryin' size, without gwine to de penitentiary. I'se got 'nuff cibbal rights!"

The above is no production of the fancy. It is a true incident, honestly told, and it is impossible to talk to the country negroes without hearing just such things as I have related.—*The Independent*.

The Matter With Munich.

In Lippincott's for March, the paper on "Munich as a Pest-city" is as likely as any other to be read and remembered, especially by intending tourists to Germany. Why that city has an exceptionally bad reputation as the nest of cholera and typhus, why "diseases of the throat and lungs are very common," and why "the whole population suffers more or less from catarrh," is explained by the writer in a way to carry conviction. The situation of Munich—"upon a high, barren plain, sixteen hundred feet above the level of the sea, exposed to the full power of the sun in summer, brooded over by chilly fogs in spring and autumn, and swept the whole year through by all the storms that accumulate upon the mountains filling the horizon to the south and east"—seems cause enough for a large amount of sickness and mortality, and a permanent and immitigable cause of both. The soil is an equally fatal factor, having once been the bed of a lake, and consisting to the depth of several feet of a loose gravel, in which no useful or ornamental vegetation can be made to thrive except by artificial aid, and through which all fluid-matter deposited on the surface percolates to the rocky substratum, and there stagnating, generates poisonous gases. Scarcely a third of the seventy-five thousand tons of refuse matter annually thus deposited is taken out of the city. Sewers are of very recent introduction, and, being imperfectly constructed and not systematically flushed, rather serve to aggravate the evil of the undrained soil. The state of the city cellars, generally shared in common by the occupants of flats, and permitted to be used even for butchering; the crowding and frequent upturning of the cemeteries; the foulness of the water, which

is drawn from wells "in close proximity to the vault, the refuse-pit, and the drain;" the imprudent open-air habit of the population, their indifference to pure air and to cleanliness within doors, their bad diet—are still other counts in this sanitary indictment, evidence of the truthfulness of which is to be found in the fact that nearly half the children born in Munich die in infancy, and that "the death-rate for the whole population is nearly forty in a thousand." It was in a street bordering on the English Garden that the cholera broke out in 1873, and that Kalubach sickened and died of the disease. The writer's account of this park would seem to be somewhat darker than was necessary; at all events, it is in marked contrast with the description of the same pleasure-ground given by an American consul in Ellis's life of Rumford, to whom Munich is indebted for it. Doubtless, if the Count were alive to-day, he would be as prompt to recognize and strive to improve the sanitary condition of the city as the present authorities are slow in dealing with it.

Recording Votes by Electricity.

A clerk employed in the French telegraph office (M. Jaquin) has conceived a system of recording votes by electricity. It is thus described: "Before every deputy two ivory buttons are placed, like the buttons of electric bells. If the deputy wishes to vote 'Yes,' he presses the button on his right; if he wishes to vote 'No,' he presses the button on his left. The voter establishes by this means an electric communication, which is transmitted to an apparatus close to the president and his secretaries. Every time the electric current acts thus it opens the door to a ball, and the ball falls through a tube into the ballot box. The balls are made of glass or ivory, and are strictly identical in weight. The two ballot boxes are then weighed, and the number of balls indicated by the weight. Finally, by turning a handle, all the balls which have not been used are let out, and they give the number of members who have sustained or were absent when the vote was taken. Nothing can be more simple. The inventor has offered to set up his apparatus in the Versailles assembly for the sum of \$12,000."

Mr. Thomas Hall, of Boston, Mass., calls attention to the patent granted in this country, in 1850, to Albert N. Henderson, of Buffalo, N. Y., for an electrical vote recorder. Henderson's plan was to have a couple of keys on each member's desk, by

pressing which the members could instantly print in colors "aye" or "no" on a list sheet at the speakers's desk. It was a simpler plan than that of Jaquin.

DOMESTIC INFLUENCE OF MODERN DISCOVERIES.

Soothing effect of the Knife and Fork, the Hackney Coach and a Sewerage System Upon Life and Manners.

In the twelfth century it was found necessary to pave the streets of Paris, the stench in them was so dreadful. At once dysenteries and spotted fever diminished; a sanitary condition approaching that of the Moorish cities of Spain which had been paved for centuries, was attained. In that now beautiful metropolis it was forbidden to keep swine, an ordinance resented by the monks of the abbey of St. Anthony, who demanded that the pigs of that saint should go where they chose; the government was obliged to compromise the matter by requiring that bells should be fastened to the animals' necks. King Phillip, the son of Louis the Fat, had been killed by his horse stumbling over a sow. Prohibitions were published against throwing slops out of the window. Until the beginning of the seventeenth century, the streets of Berlin were never swept. There was a law that every countryman, who came to market with a cart, should carry back a load of dirt!

PAVING

was followed by attempts, often of an imperfect kind, at the construction of drains and sewers. It had become obvious to all reflecting men that these were necessary to the preservation of health, not only in towns, but in isolated houses. Then followed the lighting of the public thoroughfares. At first houses facing the streets were compelled to have candles or lamps in their windows; then the system that had been followed with so much advantage in Cordova and Granada—of having public lamps—was tried, but this was not brought to perfection until the present century, when lighting by gas was invented. Contemporaneously with public lamps were improved organizations for night-watchmen and police.

By the sixteenth century, mechanical inventions and manufacturing improvements were exercising a conspicuous influence on domestic and social life. There were looking-glasses and clocks on the walls, mantels over the fireplaces. Though in many districts the kitchen-fire was still

supplied with turf, the use of coal began to prevail. The table in the dining-room offered new delicacies; commerce was bringing to it foreign products; the coarse drinks of the North were supplanted by the delicate wines of the South. Ice-houses were constructed. The bolting of flour, introduced at the wind-mills, had given whiter and finer bread. By degrees things that had been rarities became common—Indian-corn, the potato, the turkey, and, conspicuous in the long list, tobacco. Forks, an Italian invention, displaced the filthy use of the fingers. It may be said that the diet of civilized men now underwent a radical change. Tea came from China, coffee from Arabia, the use of sugar from Spain, and these to no insignificant degree supplanted fermented liquors. Carpets replaced on the floors the layer of straw. In the chambers there appeared better beds, in the wardrobes cleaner and more frequently-changed clothing. In many towns the aqueduct was substituted for the public fountain and the street-pump. Ceilings which in the old days would have been dingy with soot and dirt, were now decorated with ornamental frescoes. Baths were more commonly resorted to; there was less need to use perfumery for the concealment of personal odors. An increasing taste for the innocent pleasures of horticulture was manifested, by the introduction of many foreign flowers in the gardens—the tuberose, the auricula, the crown imperial, the Persian lily, the ranunculus, and African marigolds. In the streets there appeared sedans, then close carriages, and at length hackney-coaches.—*Draper's History of the Conflict between Religion and Science.*

Our Forests.

The essay on tree planting read by Mr. Leonard G. Hodges before the Minnesota Agricultural Society, and published in *The Tribune of Saturday*, contained a striking sketch of the pressing need of forest-culture. Although it referred only to Minnesota, it implies throughout the west. The annual consumption of wood in that state is estimated at 1,710,000 cords. As much more is shipped outside the state. Thus, 150,000 acres of wood-land are stripped bare every year. The result of this, by 1900, is summed up by Mr. Hodges in this cheerful picture: "Our

pineries exhausted, the Big Woods pretty well thinned out, the Mississippi drying up, St Paul and Minneapolis 300 or 400 hundred miles above steamboat navigation, mercury 40 degrees below zero, and the wind blowing a hurricane. The remedy for the growing evil is tree planting. Somethine has been done in this direction. The congressional acts of 1873 and 1874, which allows a man who plants and tends a certain number of trees to enter land free, have stimulated individual action. Altogether, nearly 20,000,000 trees have been set out in Minnesota. Of these, 4,000,000 have been planted by the St. Paul and Pacific road, which has found the business a profitable one. Mr. Hodges indeed claims that it is more profitable than grain growing, although it yields small immediate returns. He declares that "the net profits on a quarter-section of prairie, properly prepared, planted, and cultivated with forest trees, will, within ten years, exceed ten quarter-sections of wheat," and that "the genuine white willow, properly handled will increase faster than money at interest at 4 per cent. per month." While these statements may be, and probably are, somewhat exaggerated, they have a solid basis of truth. There can be no doubt that the destruction of forests in the northwest is working a vast injury to the country. The winters are already growing colder, so that we may, ere long, be forced, like New England farmers, to abandon the cultivation of the more delicate northern fruits. The drought which makes the great interior basin worth less is creeping eastward. We need forests to break the violence of freezing gales, to preserve the moisture of the ground, and to serve as the raw material for buildings, fences, fuel, railroad-ties, etc., in the future. The west is beginning to appreciate this fact. Congressional action has been wisely taken. Nebraska has established a legal holiday, called, we believe, "Tree-Planting Day." There is a state superintendent of arboriculture, and prizes are given to the men who plant the most trees during the year. The plan is said to work well. It should be tried elsewhere. The northwest, in cutting down its forests at the present rate and making no provisions to replace them, is living on its capital, as Virginia planters did when they ruined the soil of the Old Dominion by growing successive crops of tobacco. The man who makes two trees grow where one grew before is a public benefactor.—*Chicago Tribune.*

Bearings.

[From the Metal World.]

M. C. Runzel has tabulated the results of experiments made on the effects of friction between various substances. The heat produced, other conditions being equal is in proportion to the hardness of the substances; and, on the other hand, the greater the difference in the hardness of two substances rubbing against each other, the less the heat produced by the friction, and the harder of the two heats more than the other. If friction take place between glass and cork the amount of heat received by the two respectively is as seven to one, and between bronze and cork, four to one.

For durability alone, of course, bearings should be of metal as hard as that of the arbors which they support, but considering the wear of the latter the former should be as soft as possible. In practice, however, certain precautions are to be observed; the bearing must not touch the arbor, and it must wear as little as possible; it should not get hot even when lubrication fails, and, lastly, it should possess resistance enough to bear all the shocks that fall upon it without being deformed or broken. The alloys of copper and tin generally in use are rarely homogeneous, with the exception of that which contains eighty-two to eighty-three parts of copper to seventeen or eighteen of tin. When there is less tin in the composition granulation takes place during cooling, which alters the homogeneity of the alloy, and causes the cutting both of bearing and arbor. When an alloy of copper and tin sets slowly the first part consolidated is a very soft alloy not containing more than 7 to 10 per cent. of tin; this forms, as it were, the shell of the bearing, while the hard alloys containing seventeen to eighteen parts of tin, set afterwards and fills up the shell. When a bearing thus formed is in work the soft alloy soon gives way, and the hard grains within attack the arbor and are often torn out and carried away when grease fails.

A good bearing should be the very opposite of the above: its shell should be very hard and durable, and the interior filled up with a softer composition. This result is attempted to be obtained by fusing together several alloys of different compositions and degrees of fusibility, so as to produce by two given alloys, but the operation is delicate and the result uncertain. Phosphorus bronze succeeds best in this way; the shell is then almost entirely formed of very hard bronze, and the interior of a soft alloy of copper and tin. The

bearing may then be considered as a series of layers of soft metal enclosed in a casing of metal almost as hard as the arbor itself. The microscope reveals this disposition very evident; and if one of these bearings be carefully submitted to heat, so as to cause the soft metal to run, the rest remains in the form of a spongy mass.

The results obtained with various kinds of bearings used on the Belgian and German railways are thus given: Bronze composed of 83 parts of copper and 17 of tin, costs 3 fr. 25 c per kilogramme, and wears at the rate of 11.6 grammes for four bearings per 1,000 kilometres, the cost being 0.37 fr.; bronze containing 32 parts of copper and 18 of tin costs 0.032 fr.; the same applied to carriages with brakes, wears at the rate of 109.5 grammes, and costs 0.335 fr.; white metal, composed of 3 parts of copper, 90 of tin, and 7 of antimony, costs 3 fr. 73 c., wears at the rate of 14.8 grammes, and costs 0.055 fr.; ditto containing copper 5, tin 85, and antimony 10 parts, costs 3 fr. 66 c., wears at the rate of 11.3 grammes, and costs 0.41 fr.; ditto composed of lead 84, and antimony 16 parts costs 1 fr. 84 c., wears at the rate of 12.2 grammes, and the expense is 0.018 fr. per 1,000 kilometres; lastly, phosphorus bronze costs 4 fr. 37 c., wears at the rate of 2.3 grammes, and the expense is 0.010 fr. only, but when applied to carriages with brakes, the wear rises to 9.5 grammes, and the expense to 0.041 fr.

Philosophy of the Welding of Metals.

The science of molecular mechanics is yet in its infancy, and for this very reason it presents a rich field for investigation and experiment. We are already acquainted with iron, for example, in very many physical conditions. We have learned within a few years how to obtain it melted like steel and cast iron. But how numerous are the things which yet remain for us to learn, in order to understand the properties of even these various states of iron, in order to explain the peculiarities which they present when viewed from the standpoint of construction; in order to establish the relation which should subsist between these molecular states and resistance of the metal under various strains, in order to have as definite a theory for working iron cold as for working it hot. This knowledge which may be called the physics and molecular mechanics of iron, is still very rudimentary.

I will attempt to lay before you a sketch of what I foresee in these molecular stud-

ies, at present unfortunately too much neglected. I will enter upon the subject through a phenomenon well known to every one.

It is a matter of common knowledge that iron is capable of being welded; that if two pieces of iron be heated to a temperature called for this very reason a welding heat, and then be pressed together, either by hammering or by energetic pressure, the two pieces will be firmly united, i. e., welded together. Why is this? The only explanation which we can find in the best works on chemistry or metallurgy is the following:—"At a white heat iron acquires the property of being welded, a property which it shares with the metal platinum only." But obviously there is no evidence here of any mysterious and special property called "weldability," there is only the effect of a very general cause, the manifestation of a molecular property elsewhere abundantly active in nature.

Take two pieces of ice, and at a temperature a little below zero, press them very gently together, they become at once welded to each other. This is the phenomenon, first observed by Faraday and subsequently investigated in so fascinating a way by Thompson and Tyndall, which has received the name of "regelation." Thompson explains it in the following manner: For all bodies, like water, which have the property of diminishing in volume as they liquefy, pressure, which tends to bring the molecules closer together, lowers the temperature of fusion. Consequently, when two pieces of ice are rubbed against each other, fusion takes place between the surface of contact, at a temperature below zero. Of course, as soon as the pressure ceases, solidification is again produced, and the pieces are welded together.

It seems to me that the welding of iron is a phenomenon exactly similar to regelation. Such cases of actual regelation or welding of iron are sometimes seen in the welding of a spindle to its step when heated by friction, in the absence of any lubricating fluid. The two pieces of iron are brought to a white heat, that is to say, more or less near to the fusion point. The repeated blows of the hammer, or the pressure of rolls, lowers the point of fusion and causes a superficial liquefaction of the parts in contact, and thus welds the masses together; and this because like water, iron dilates in passing from the liquid to the solid state. Many other metals are similarly endowed, they all, therefore, may be welded like iron, if

other conditions do not come in to oppose the manifestation of this property. Platinum welds easily at a white heat, because its non-oxidizable surface, like that of ice, takes on a superficial fusion. To weld iron successfully it is necessary that its surface should be clean, that is free from oxide. Iron containing phosphorus welds more easily than pure iron, because its point of fusion is lower. Steel which is more fusible still, welds at a lower temperature than iron, but the process is a more delicate one. Silver too, like iron and platinum, has the property of expanding when it solidifies; but as it melts at a cherry-red heat, it is easier to form it by casting than by welding. Bismuth and zinc are also included in the same class, but they are so very brittle near their fusion points that no one would think of attempting to weld them either by hammering or pressure.

Iron in welding therefore, only follows the example of water. The careful comparative study of these two bodies, even though at first sight so comparatively dissimilar, cannot fail to furnish results of great interest to the metallurgist. The work of the puddler is also based upon the same phenomena as that of welding. When the puddler forms his ball in the furnace, it is done by rolling together or aggregating the crystals of iron as they form in the mass of melted iron and slag. In other words, the semi-fused crystals are welded or reglued together by the mechanical action of the puddler.—[M. Jordan in Iron.

Fritz Reuter.

Publication of the posthumous works of Fritz Reuter have been begun in Germany, and the first volume is accompanied by a very sympathetic biography of him by the editor, Adolph Wilbrandt. With the full consent of the poet's widow, a frank account is given of his passion for drink, which is rightly regarded as a disease, for which there was (after it had once been contracted) no moral responsibility whatever. In the beginning Reuter drank hard in order to forget his misery as a political prisoner in Prussia's sketches, and when, after seven years (he had been condemned for thirty), his deliverance came, he carried into private life this periodical craving which must be satisfied, which ran its course like a fever, and from which his wonderful constitution rallied invariably with renewed vigor. But the habit nearly made a wreck of him. He wanted to become a painter in opposition to his father's wishes, who sent him back to the university to study law. Here the temptation to spree was

too much for him, and he next devoted himself to farming, with indifferent success, eking out his support by teaching. In this career he gained the friendship of a Pomeranian landowner, to whose confidence in him and knowledge of human nature Reuter owed the fortunate marriage which rescued him from an obscure and perhaps melancholy fate. This friend, knowing Reuter's betrothed to be troubled with scruples about the match, dared to lead her to where he lay under the influence of one of his attacks. The result justified his calculations. She resolved to undertake the saving of a life; and though she failed, as other trusting wives had done before her, to destroy her husband's appetite for drink, she had the rare consolation of seeing neither his constitution nor his morals undermined by it. The wedding took place in 1851, and Reuter died only last July, of heart disease. As least as early as 1866, however, his powers as a writer had reached their climax. The drollery which characterizes Reuter's works found ready acceptance with the Mecklenburgers, who are never weary of hearing and telling humorous stories; and Reuter not only had a great store of these but told them exceedingly well before he ever put pen to paper.—Nation.

A Great Swimmer.

Captain Boynton, the American who jumped from an ocean steamship off the coast of Ireland, and swam thirty miles during one of the most terrific gales of the season, has been giving some very successful exhibitions of his swimming dress upon the Thames. Vast crowds of people line the banks of the river every time that he appears, and watch with the greatest interest his movements in the water. The other day he went down to Wapping Old Stairs and put on his swimming clothes, consisting of an india-rubber suit in two parts—one covering the chest, arms, and back of the head; the other the legs and feet. This is put on over an ordinary suit. After being adjusted the parts are inflated by four tubes, and when full of air the wearer steps into the water without the slightest fear. Captain Boynton raised his flag, ate his lunch, read a book, blew a horn, and went through a variety of performances, to the great delight of the crowds assembled upon London Bridge and along the banks of the river. He was loudly cheered. At Temple Stairs he came out for a moment's rest, without showing any symptoms of fatigue, and soon after plunged in again and started for Putney. The success of this swimming dress has been clearly established.—*American Register*.

A Golden Log.

As we live in a region of pine, and the buzzing of saw mills encircle us the following item which we clip from an exchange may be found of interest to mill owners; but we would not advise them to lose time to examine logs to find such a golden one as fell to the lot of Mr. Black.

Mr. J. Black, who owns a saw mill at Sheffield, Ga., near Conyers was engaged on Friday last in sawing a pine log into a plank, and while the saw was cutting its way with lightning speed through the pine, a harsh rasping sound was heard as though the saw had struck some metallic substance. The saw was examined to ascertain the cause, when to the astonishment of all present, it was discovered that there were twenty-six \$20 gold pieces imbedded in the wood. There was also a piece of paper found among the coin, upon which was written these words: "One mile from this you will find something valuable." The astonishment of the parties at this discovery was great, and for a time the business of sawing logs was discontinued and the remaining logs were examined to see if there were any more treasures concealed in them. The excitement has been intense in the neighborhood ever since. No reasonable explanation as to who placed the money there has yet been elicited, and the matter is likely to remain a mystery for all time to come.—*Green Bay Wis., State Gazette.*

We cannot soon enough convince ourselves how very simply we may be dispensed with in this world. What important personages we conceive ourselves to be! We think that it is we alone who animate the circle we move in; that, in our absence life, nourishment and breath will make a general pause: and alas! the void which occurs is scarcely remarked, so soon is it filled up again; nay it is often but the place if not for something better at least for something more agreeable.—Goethe.

American manufacturers have an excellent opportunity to spread the fame of their wares by taking advantage of the inducements held out by the Chilean international exhibition which is to open at Santiago on the 16th of next September. Free passage from New York is offered to exhibitors with their goods. We expect to see some of our own substantial Milwaukee manufacturers represented at that extensive South American fair.

A Social Sensation in Washington.

The latest social sensation, says the Washington correspondent of the Boston Herald, is that caused by the arrest of a young man named St. Clair, otherwise known as "Sis" Sinclair. This young man found great enjoyment in attending the numerous fashionable balls, parties, and receptions given here during the present winter, attired in the clothing of a fashionable belle of the season. His "get up" was somewhat remarkable, and, strange to say, he played his difficult part so well that he was not discovered until Wednesday evening last, while in attendance at the sociable given by the Minnesota State Association at Masonic Temple. There he attended, and attracted much attention, being, as it were, one of the leading belles of the evening. He was arrested soon after leaving the temple. He claims to be but fifteen years old, but his father says he is twenty. His dress was of the latest fashion, and he wore four-button white kid gloves. His hair ornamentations were procured at the same place where other belles procure them, and were decidedly tasteful. He managed his train with elegance and ease. He has a very feminine appearance, and as a lady would be called very good looking. In the pocket of the dress was found a note signed by a Southern and somewhat obscure member of congress, who has failed to be re-elected, requesting the doorkeeper of the house galleries "to admit the bearer at all times to the ladies' gallery," besides three letters which he, as "Miss Sinclair" had received from certain male admirers and a female friend. The case was "fixed" at the police court, and no prosecution followed, though there were a great many curious persons there yesterday morning, who wanted to see the young fellow.

The Czar of Russia has an army of 3,300,000 able-bodied fighting men at his disposal, Bismarck of Prussia has an available force of 2,800,000 rugged Germans, while poor McMahon commands a mere handful of 1,800,000 feeble Frenchmen.

Famine devours the east because the east has nothing to devour. Asia possesses fertile soil enough but her people and government are stagnant.

THE BUSINESS OUTLOOK.

[From the Northwestern Lumberman.]

With the advent of the new year and opinion appeared to be current, in almost all commercial circles, that it was the harbinger of a revival of business. As a rule, the intuitions of men of good business qualifications, are generally correct, for such intuitions are born of a prescience which springs from strong common sense and sagacious judgement. In the present instance, there is little room to doubt, that the expectations of improvement in business will, in part at least, be realized during the year. Indications point in that direction, and the reasons therefor, are neither hidden nor remote.

Let us look at the lumber interest for a moment. Last year at this time there was scarcely a point in the country, where the lumber trade or manufacture occupies any prominence, that the yards or mill docks were not full. The stocks on hand were large, with a comparatively small demand, for business in every branch of trade, was almost paralyzed. To add to the discouraging aspect of the lumber trade, the season was very favorable for work in the woods, and the mills were making preparations to send the usual amount of lumber, to the already over-stocked markets. Even if the country had so far recovered from the effects of the financial panic, inaugurated by the failure of Jay Cook & Co., as to have restored the lumber trade to its wonted activity the supply would have exceeded the demand, and caused a depression in prices; but no such recovery took place then, nor has the lumber market exhibited very much improvement in prices up to this time. It hardly need be said that lumber of nearly all grades has been low, and still remains so. Nevertheless, the stocks have been gradually worked off, and aside from Chicago, and perhaps three or four other points, the quantity in the yards is much less than it was a year ago. Such, at least, is our information, and we have taken some pains to ascertain the facts bearing upon this point. Thus far, too, as a general thing, this winter has not been so favorable for operation in the lumber camps, as last season was, and we may safely calculate that the quantity of logs got out will not, at most, exceed an average season's crop. The quality will average better than for some seasons, the trade for some two years past having demonstrated that a large surplus of common grades of lumber is being carried, and that a fair

demand has existed even through the duller periods for the better qualities. The work in the woods this winter is being done from ten to twenty per cent. cheaper than formally, in many localities, which will go far towards making up for low prices, and with a certainty that new stocks cannot be put upon the market in the spring, particularly in the west, as early as usual, for reasons elsewhere detailed. It would seem a warrantably assertion that prospects for the trade of 1875, wear a more cheerful look, and though prices may not advance materially, business on the whole may be fairly prosperous.

It cannot be expected that business, generally, will rapidly resume the activity which prevailed previously to the panic, any more than a vigorous plant, when cut down by a severe frost, will suddenly send forth its green foliage and resume its wonted vigor. Improvement in one case as in the other, is necessarily slow and much depends upon surrounding conditions.

What is true of lumber is also true of every department of business. The revival of trade is steadily going forward, and if no extraneous and unforeseen drawbacks of disasters occur to interrupt the recuperation now going on, it will not be very long before the unfavorable aspect and forlorn phases which have characterized the manufacturing and commercial interests of the country for the past sixteen months, will give place to healthy, substantial business activity.

Our attention has just been arrested by an article in The Cincinnati Price Current upon this subject, which so nearly coincides with our views, that we reproduce from it the following extracts:

"To go to the extreme cities, we will take Boston in the east, where in many branches of business the outlook is reported to be more favorable for a brisk and prosperous spring trade than was thought possible a short time ago. Stocks of goods in the hands of commission men have been pretty well used up, and manufacturers have intimations of a demand which encourages them to increase their production. In San Francisco, the extreme western city, a more confident feeling prevails. The Pacific slope has a large grain surplus to work upon, the mines of precious metals are yielding immensely and scattering the seeds of wealth with a liberal hand. The planting season has been propitious, and a greater breadth of land than ever before

has been brought under cultivation and seeded with cereals. We cannot tell yet what the harvest will be, but the indications are favorable so far for one of unusual abundance.

"So much for the extremes of the east and west, and we may say in general terms that the intervening sections of the country are in a prosperous condition. The surplus earnings of the past year are available for mercantile purposes, for they are in the channels of trade. The increased deposits in savings and other banks all over the country show this. There is abundance of capital, and as overblown credit has collapsed and the bubbles of overtrading have burst and been well nigh forgotten, this capital will find employment in sound business enterprises, producing a reaction from the stagnation which has existed. The sources of actual wealth have been unimpaired through all of the depression, and they have been steadily working out a recuperation which will be more and more manifest in the future. To be more specific, we will refer to building. The prices of building material and of wages have declined so much as to induce capital to seek that means of investment, and already preparations are making for the erection of a larger number of dwellings and business houses than usual during the coming season in the cities and in the country. This will make a more active market for brick, lumber, hardware and glass, and it will give employment to many men who are now idle.

"The manufacture of agricultural implements is beginning to feel the incentive an increased demand. The cotton and wollen mills are resuming business with the prospect that their productions will find a better market. For groceries there is always a good demand, but it is better when other interests are thriving. With the more general activity in business the railroads will increase their earnings and be able to renew their long neglected tracks and rolling stocks, which will increase the demand for iron and bring up that most depressed branch of business to a paying basis once more.

THE WISCONSIN LUMBERMAN will be largely improved during its coming year. No lumberman can afford to be without this publication.

THE PROGRESS IN LOGGING.

[From The Northwestern Lumberman.]

The present winter is an unfavorable one for logging throughout the white pine regions of the northwest. To this writing (Feb. 5th) we have reports from all of the prominent logging streams of Minnesota, Wisconsin and Michigan. Commencing with the extreme northwest, the information runs about as follows:

On the Upper Mississippi and tributaries snow is plenty and a fair work is being done, only retarded by the intense cold which now prevails. The snow is abundant for hauling but not sufficient to base calculations upon for driving. It is estimated that the winter's cut will reach 150,000,000 feet. But a small quantity of old stock is being carried over however, and with the usual contingencies of driving it is safe to say that the Minneapolis mills will not be over stocked, for the coming manufacturing season.

Upon the St. Croix river, if the winter continues favorable as at present, the cut will reach 120,000,000. A fair work considering the intense cold, was done during January, with plenty of snow in most localities for successful hauling.

Upon the Chippewa river, in Wisconsin, about the same state of things exists. If anything a little less than an average work is being done, according to our reports.

On Black river in the same state, our correspondent says the estimate of amounts to be banked this winter, have been gradually raised as the intentions of operators were developed, the last figures being 142,000,000, provided the winter be propitious. But very little snow fell upon the river in December, and but very little could be done in the way of banking, except on old, short, well made roads, when about half work could be done. During January more snow fell, enabling about two-thirds the usual amount of work to be accomplished. From the best data obtainable, February 1st, we estimate 42,000,000 feet banked to that date. There is about ten inches of snow in the pineries but it is very dry and "mealy" and two or three warm days would use it up. Unless the balance of the banking season be more favorable the Black river loggers will hardly put into the stream over 110,000,000 feet.

Upon the Wisconsin river, less work is being done than for some seasons past, two reports from different points in the river agreeing in this. It is estimated that not more than one-half the amount of logs have been banked to date which were at

the same time last winter. The snow has been light and dry, and not enough on the river below Stevens Point for good sleighing until January 20th. February 2d, the date of our report a heavy fall of snow was in progress.

From the Wolf river we have thus far been unable to obtain reports. From a report in the Green Bay Advocate we learn that about 121,000,000 feet will be put in on the entire river this winter.

In Michigan it is evident that a fair average stock of logs is being cut. Compared with the capacity of the mills it is not probable that there will be an overstock. The amount of old logs in the state is much less than last year, as also the amount of manufactured lumber is considerably less. At Manistee about the same amount of logs will be cut as during last winter, and the amount of old stock being small, the product of the Manistee mills for '75 will not vary largely from the preceding year. Of the Ludington, (Pere Marquette river) about the same language may be used.

At Muskegon, the river and mill boons were about cleaned up—less than 10,000,000 feet of lumber and logs remaining on hand January 1st. The loggers, however, have "laid out" for more new stock than was put through the mills in '74—all told. The estimates of the amount really to be cut on this river vary somewhat, the maximum figure being 400,000,000 feet the minimum 320,000,000. The higher figures will hardly be reached. Upon the upper river the logging jobs are well advanced, fully as well as usual at this time, about all cut and skidded, and the hauling nearly half completed. Snow is plenty but with very cold weather which makes hard hauling.

From Flat river, the principal source of supply to the mills at Grand Haven and vicinity, and main lumbering tributary of the Grand river, our correspondent writes:

"Notwithstanding the unsatisfactory condition of the business for the last two years, lumbering has been unusually active on the Flat river this season. The cut will be something over 90,000,000, and is with one exception, the season of 1871—5, the largest ever made. The cut last season was 52,000,000. Work commenced in the woods at least a month earlier than usual, and the first of January found a majority of the logs cut and skidded. Hauling began the last week in December. and though the snow was very dry and light (not to exceed five inches) a good business has been done from the first.

About ten inches of snow has fallen at various times since, and as the weather has been uniformly cold, it is still on the ground. Though fifteen inches is a fair depth of snow, it is so exceedingly light and fleecy, that a few hours rain, or a bright warm day, would suspend operations completely.

"At the present writing, Feb. 2d, there is probably, 65,000,000 banked, and if the sleighing continues until the 20th inst., the logs on long hauls will be put in. More than twenty-five per cent of the logs put in this stream, the present season, are hauled four miles and upward. In quality they will average better than any previously cut, there having been little or no demand for common grades.

"Of the 90,000,000 going in this season, something over 70,000,000 will be manufactured at Grand Haven, about 12,000,000 at Grand Rapids, and the balance at Greenville, Belden and other points on Flat river.

"Unless we have a heavier body of snow than at present, or an extremely wet spring there may be some difficulty in starting the rear of the drive, as a large per cent. of the logs are being banked on the upper sections of the stream. No serious difficulty is anticipated however.

Upon streams tributary to the Saginaw Valley, it is estimated that 355,000,000 feet were skidded and hauled February 1st. A good fall and early winter for skidding permitted the preparation of a large amount ahead of the teams, and the latter have not yet caught up, although, if the good sleighing noted at the time or our report, Feb. 2d. should continue twenty days the teams will be nearly or quite even with the choppers. Snow is plenty and good hauling is reported in all sections of the district, more logs being cut than to the same date last year.

New French Life-saving Raft.

An extraordinary safety-raft has recently been invented in France. It is described as large enough to support from 400 to 600 persons, as neither incumbering nor requiring any alteration in the arrangement of vessels, and as needing only a minute or two to inflate and launch it. It is an air-tight mattress, with a surface of nearly 900 square feet, inflated in one minute it is said, from a reservoir fixed in the engine-room and always charged with air under a pressure of fifteen atmospheres. When not in use, it is rolled up, and takes no more room than a boat. When inflated

it falls over the side of the vessel, against which it is retained by ropes till all the persons on board are transferred to the raft. Three strong spars, passing through the whole length of the raft, keep it flat and solid.

ARRESTING A BEAR.

Novel Suspension of the Writ of Habeas Corpus.

It was the terpsichorean Bruin that waltzed around in such a lively manner on Second, near Myrtle street yesterday afternoon. All the bad little boys and girls who didn't go to Sunday-school congregated on the pavement to witness the astonishing feats performed by the bear, and at last the sidewalk was obstructed to the great discomfort and discomfiture of pedestrians. A strong, stout-hearted individual in a blue coat and brass buttons (Snow was his name) concluded to "take 'em in;" that is to say, made up his mind to arrest the bear, the gentleman who "welted" the animal over the head to make him dance, and the sordid-souled human who took the pennies from the admiring assemblage of gamins.

Presently the trio appeared at the Chestnut Street Station. "What's the charge?" said Sergeant Brown. "Obstructing the street with that bear," answered Officer Snow. "What is your name?" inquired the Sergeant of the bear master. The answer reminded the by-standers of the Tower of Babel, and would have driven a thousand men, each better than Job, perfectly crazy. Then the Sergeant tried to talk to the other man, with the same confounding result. Sergeant Brown was in a fix. "He didn't know what to do about it." Finally, Riley suggested asking the bear about it, but a low growl from the ungainly brute dispelled all hope of information from that quarter. The officers were about to give it up, when the door of the station opened, when in popped the dirty face of an Italian apple boy—

"Apples."

"Come on and ask this 'ellow his name," cried the sergeant, now thoroughly disgusted. "I guess he belongs to your tribe."

The little gamin did so, got the answer in Italian and translated it into the Queen's English. Brown wrote the English name on the blotter—"P. C. Orrack," and ordered the first bear man to be locked up. The other fellow was allowed to depart and take the bear to his hotel, near Third and Walnut streets. Subsequently

it was ascertained that Orrack had more than enough to put up \$25 as collateral for his appearance before Judge Cullen this morning, and was informed by the apple-boy that by depositing that amount he could secure his freedom. He gracefully accepted the proposed terms and left the station. This morning the bear will be offered in evidence at the Police Court. —*St. Louis Globe, March 1.*

HE FINALLY WENT.

Unsuccessful Effort of a German Gentleman to beat down a Ticket Agent.

Yesterday afternoon an old man appeared before the Detroit and Lansing Railroad ticket window at the Central Depot and asked:

"What you charge for a ticket to Lansing?"

"Two-sixty, Sir," replied the agent, wetting his thumb and reaching out for the money.

"Two dollar and sixty cents!" exclaimed the stranger, pulling his head out of the window.

"Yes, Sir, that is the regular fare.

"Then I sthays here by Detroit forty years!" said the man getting red in the face. "I have never seen no sush'n swindle as dat!"

"Two-sixty is the regular fare, and you will have to pay it if you go," replied the agent.

"I shurst gef you two dollar and no more," said the stranger.

"No, I can't do it."

"Vell, den I sthays mit Detroit till I dies," growled the old man, and he went away and walked around the depot. He expected to be called back as he left the window, as a man is often called back to "take it along" when he has been chaffing with a clothing dealer. Such an event did not occur, and after a few minutes, the old man returned and called out:

"Vell I gef you two dollars and ten cents."

"No, I can't do it," replied the agent.

"Vell den, I don't go, so help me grahus! I have lived in Detroit three yare, and shall bay bolice tax, sewer tax, und want to grow up mit dis town, und I shall not be swindlet."

He walked off again, looking back to see if the agent would not call him, and after a stroll around, he returned to the window, and threw down some money and said:

"Vell, dake two dollar and twenty cents, und gif me'n dickette."

"My dear sir, can't you understand that

we have a schedule of prices here, and that I must go by it?" replied the agent.

"Vell, den, I sthays mit Detroit one dousand yare!" exclaimed the stranger, madder than ever. "I bays bolice taxes and sewer taxes, and I shall see about this by the sheaf of Bolice!"

He walked back again, and as he saw the locomotive backing up to couple on to the train he went back to the window and said:

"Gif me'n dickett for two dollar and thirty cents, und I rides on de platform!"

"Can't do it," said the agent.

"Vell, den, py golley, I spikes to you what I does! Here is dem two dollar and zextv cents, and I goes to Lansing und never comes back! No, zur, I shall never come back, or I shall come mit der blank road! I bay taxes by dem bolice, and by dem zewers, and I shall show you that I shall naf noddng more to do mit dis town!"

He went on the train.—*Detroit Free Press.*

The Lumber Trade of Chicago.

At the annual meeting of the lumbermen's board of trade of Chicago, the following statements were made by the secretary:

The receipts of lumber for 1874 were 993,751,000 feet, and 365,490 thousand shingles by lake; 66,337,708 feet of lumber and 253,788 thousand shingles by rail.

This shows a decrease from the receipts of 1873 of 26,877,000 feet of lumber, and an increase of 77,492 thousand shingles by lake; and a decrease of 36,392,963 feet of lumber, and an increase of 30,413 thousand shingles by rail. The recorded shipments of the year were 594,824,125 feet of lumber, and 355,484 thousand shingles, being an increase of 33,279,746 feet of lumber, and a decrease of 52,021 thousand shingles over the shipments of 1873. The city consumption is estimated to have been from 110,000,000 to 112,000,000 less than 1873. The stock on hand January 1, 1875, shows an increase over the same date of 1872, of 16,231,631 feet of sawed lumber and timber, 51,477 thousand shingles, 1,072,700 pieces of lath, 210,788 cedar posts, 917,350 pickets, and a decrease of 497,098 feet of hemlock lumber. The total membership foots up 77. During the year 9 have withdrawn. A deficit amounting to \$2,185.28 exists, but this, together with the additional sum of \$414.72, has been nearly covered by voluntary subscriptions.

The following statement was submitted to the meeting:

Decaease of lumber on hand at the lake Michigan manufacturing points on January 1, 1875, from January 1, 1874, 24,127,145 feet; decrease at lake Huron Manufacturing points, 35,000,000 feet; decrease of logs at Lake Michigan manufacturing points, 205,446,091 feet; decrease of logs at Lake Huron manufacturing points, 20,900,000 feet; total decrease of logs and lumber on hand at the above points, 285,473,256 feet. Decrease of manufacture at Lake Michigan manufacturing points in 1874 and 1873, 179,454,994; decrease at Lake Huron manufacturing points, 130,000,000; total decrease, 309,454,994.

Remember This.

One thousand shingles laid four inches no the weather will cover one hundred square feet of surface, and five pounds of tails will fasten them on. One-fifth more siding and flooring is needed than the number of square feet of surface to be covered, because of the lap in the siding and the matching of the floor. 1,000 lath will cover 70 yards of surface, and 11 pounds of lath nails will nail them on. Eight bushels of good lime, 16 bushels of sand, and one bushel of hair will make enough good mortar to plaster 100 square yards. A cord of stone, three bushels of lime, and a cubic yard of sand will lay 100 cubic feet of wall. Five courses of brick will lay one foot in height on a chimney, six bricks in a course will make a flue four inches wide and twelve inches long, and eight bricks in a course will make a flue eight inches wide and sixteen inches long.

Lumbering on the Tobacco.

Logs will be put on the Tobacco river Michigan, this winter as follows, according to the Farwell Register:

Thos. Nester	5,000,000
Thos. Quinn	3,000,000
A. P. Brewer	5,000,000
Smith & Mason	3,000,000
Barnard Bros	4,000,000
E. L. Batt	4,000,000
Wm. Clutes, for Wright & Co.	2,000,000
Sear & Holland	1,500,000
Eddy, Avery & Co.	1,000,000
Geo. Scott	2,000,000

Mr. Stone, for W. R. Burt, on the Cedar, intends to put in 6,000,000.

March.

Lucy Larcom, in St. Nicholas for March, tries to force the season a little and succeeds in this way:

March! March! March! They are coming
In troops, to the tune of the wind;
Red-headed woodpeckers drumming,
Gold crested thrushes behind;
Sparrows in brown jackets hopping
Past every gateway and door;
Finches with crimson caps stopping
Just where they stopped years before.

March! March! March! They are slipping
Into their places at last—
Little white lily-buds, dripping
Under the showers that fall fast;
Buttercups, violets, roses,
Snowdrop, and bluebell and pink,
Throng upon throng of sweet posies,
Bending the dewdrops to drink.

March! March! March! They will hurry
Forth at the wild bugle-sound—
Blossoms and birds in a flurry,
Fluttering all over the ground.
Hang out your flags, birch and willow!
Shake out your red tassels, larch!
Grass-blades, up from your earth-pillow!
Hear who is calling you—March!

The Lumber Firms of Indianapolis.

[From The Indiana Commercial.]

We gave last week a cursory review of the coal trade of this city, and a description of a few of the leading firms engaged in the trade. Ascertaining that the lumber trade had grown to gigantic proportions, for the purpose of enlightening our readers as to who the dealers are, and what they are doing, we paid a visit to a number of the leading firms, for the purpose of gleanings what information we could. In anticipation of an active business season, a description of the respective firms engaged in the lumber trade, cannot fail to be of interest to a large portion of our readers. The first we called upon was

COL. A. D. STREIGHT,

106 South West Street, is extensively engaged in the wholesale lumber business, his trade being confined mainly to shipping. He started business in 1865, and has now been established ten years. He handles hard wood exclusively, chiefly walnut, although he keeps constantly on hand a good supply of cherry, ash and oak. His trade is chiefly foreign, as he has never paid much attention to the local trade. The great bulk of shipments are made to the East, as he ships to various points from here to Washington, D. C., and from there all the way to Portland, Maine. His yard

is located on Soute West street, between the tracks of the Terre Haute & Vandalia, and the Alton & St. Louis railroads, covering an area of seven acres. His stock of lumber on hand is decidedly the largest in the city, and a visit to his yard will be sufficient to satisfy any one on that point. He sold last year 8,000,000 feet of hard lumber, his sales amounting to nearly \$500,000. In this business he has a capital of \$150,000 employed. On the East side of the street, and directly opposite the lumber yard he has a planing mill, saw mill, and stave factory, which have been running one year. These premises were erected to supply the retail demand. The buildings cover a lot 100x140 feet, and the machinery in the various buildings, is run by an engine of 175 horse power, built by the Eagle Machine Works of Hasselmann & Vinton of this city. Last year the stave factory turned out 2,000,000 staves. The stave factory is not in operation at present, but will be shortly, as an active demand for staves is looked for the coming spring and summer. The planing mill and saw mill have been in operation the entire winter, and a considerable amount of work has been turned out. There is a great deal of individuality about the Colonel, which insures greatly to his success in whatever he undertakes; and no matter what business he might embark in, we should set him down as one of those men who would make his mark.

ROSS AND LYNN.

Ross & Lynn corner of Circle and Market streets started in the wholesale and retail lumber business last June, and they report having done a much larger business than they anticipated. They have recently equipped a large yard, on the block fronting on Mississippi street, between sixth and seventh. It is one of the finest locations in the city, with a frontage of 400 feet running back to the I. C. L. & R. R. 250 feet with which road it connects by means of a switch. Their principle demand is chiefly local, but they are confidently expecting to do an increased business in shipping. They keep on hand a full supply of all kinds of lumber, both hard and soft. They are also agents for the sale of building material and furnishing stuff.

I. B. JOHNS,

156 South Water street. This is a branch establishment of T. B. Johns, of Terre Haute. Mr. Johns has a large establishment at Terre Haute, where he has been handling lumber for the past 23 years. The branch yard was established here in

1870. Hard lumber is his specialty, principally walnut, of which he sell from six to seven million feet a year. The yard occupies half a square adjoining the Vandalia track. The yard at Terre Haute is much larger, where Mr. Johns has a large saw mill constantly running. He is the owner of five saw mills, which is indicative that he is doing quite an extensive business.

THE WONDERLY LUMBER COMPANY.

The Wonderly Lumber Company, of Indianapolis, is a branch establishment of the Wonderly Lumber Company of Grand Rapids, Michigan. The establishment here commenced operations February 1st, 1874, ; and the fact that they sold the first year 12,000,000 feet of pine lumber, 3,000,000 lath, and 6,000,000 shingles, is proof positive that they have enjoyed a prosperous business. This company makes a specialty of pine lumber, which is shipped from Michigan, as is also the lath and shingles which they handle. The company do a wholesale and retail trade, but their main business is wholesale, as we are assured that they ship extensively over the numerous railways centering in this city. The yard, comprising two acres, is located between Liberty and Noble streets, south of the Peru railroad, with which road they are connected by means of a switch of sufficient length to hold eleven cars. The Wonderly Lumber Company is a stock company, with a capital stock of \$600,000. The president, J. A. Wonderly, and D. E. Little, secretary and treasurer, both live at Grand Rapids, Michigan; and one of the stockholders, W. H. Jones, has charge of the branch establishment in this city. Office, mills, and wholesale yard at Grand Rapids, Michigan. Branch office, 22 South East street Indianapolis.

THE INDIANAPOLIS MANUFACTURERS AND CARPENTERS' UNION.

is a joint stock company, with a paid up capital of \$115,000; Victor Plogsterth, president, and C. H. Buddenbaum, secretary. The company are dealers in flooring, ceiling, rough and dressed pine, poplar and ash lumber. Office, 38 South New Jersey street; yard corner Bates and Dillon streets. The yard occupied by the company embraces 640 feet front by 120 feet deep, with switch attached connecting with the Indianapolis, Cincinnati & Lafayette railroad. The present corporation was organized three years ago, since which time they have enjoyed a good trade. The sales for the past year aggregated \$134,000, and the amount of lumber handled was nearly 5-

000,000 feet. As the name of the corporation indicates, their business is not confined to the sale of lumber alone. They are also manufacturers of doors, sash, blinds, door and window frames, brackets, mouldings, &c. The planing mill adjoining the office on South New Jersey street, with other buildings connected with the concern, occupy 80 feet front, running back to Alabama street. When running full, from 40 to 60 men are employed. The mill is supplied with a variety of machinery, in every way suitable to the wants and requirements of the business, the whole being run by an engine of 40 horse power, made by Sinker, Davis & Co., of this city. A large warehouse for the storage of goods of their own manufacture, with a salesroom attached, are connected with the yard where the lumber is stored. The managers of the concern are both energetic and enterprising.

BUILDERS' & MANUFACTURERS' ASSOCIATION,

located at 525 to 235 North Delaware street, is one of the enterprising manufacturing companies which Indianapolis may be justly proud. The Association is a Stock Company, formed in 1867, since which time it has been in active operation. Capital stock, \$200,000; officers as follows: C. Eden, President; James Hasson, Secretary. This establishment sells on an average about 5,000,000 feet of lumber a year. Their books show that they handled 9,900,000 feet which was absorbed in their planing mill in the manufacture of their products. The yard used for the storage of lumber is located at 329 Massachusetts avenue, and covers an area of six acres. Here we find stored a large amount of lumber of all kinds, hard and soft, green and dry, ready to supply the demand of customers. The planing mill covers an acre of ground, and is supplied with all the necessary machinery of the most approved patterns, and this vast amount of machinery is run by one of Sinker, Davis & Co's engines of 120 horse power. At the present time 112 men are employed, but in the busy season they aggregate 150 men on an average. A remarkable feature of this concern is that they are running almost altogether on orders. The specialties of this establishment in the manufacturing line, are Sash, Doors and Blinds, Turning and Scroll Sawing, Stair building etc. They are also dealers in all kinds of lath and shingles. The present mill being inadequate to the growing demands of their trade, they are preparing to build an

addition, making it one third larger than it now is. The stair department is said to be about the largest in the country. During last year they did business in this department alone amounting to \$33,000. All the work sold by the Association is of their own manufacture. They are also sole manufacturers of the rope moulding. The machine was patented by C. Eden, President of the Association, being the only machine in the world that will work a circle mould.

COBURN & JONES.

The firm of Coburn & Jones, composed of Henry Coburn and W. H. Jones, is one of the oldest established lumber firms indetified with the growth of Indianapolis, having been in the business since 1859. They are wholesale and retail dealers in all kinds of lumber, hard and soft, and though they do some shipping, their trade is mostly local. In order to facilitate their wholesale trade, they have recently 500 feet of dock, for a lumber yard, at Michigan City, in order to supply their customers in car load lots without the trouble and expense of transferring, and this they will be enabled to do on the opening of navigation. The premises occupied by them in this city as a lumber yard, are located north of the Terre Haute freight depot, covering three acres, fronting on four streets, viz: Georgia, Louisiana, Tennessee, and Mississippi streets. The sale of lumber of all kinds, sold by them in 1870 is reported at 8,000,000 feet. Directly opposite on Georgia street, is their planing mill and warehouse, where they are engaged in manufacturing sash, doors, and blinds, and in dressing lumber. The planing mill has been in operation only one year, and yet their business has been such that they have kept seven teams constantly employed. The ground connected with the mill covers about half an acre, and is centrally located. The planing machines are kept constantly employed, as well as other machinery required for the business, the whole being run by an engine of sixty horse power, made by Hasselman and Vinton, of the Eagle Machine Works. They, with other established lumber firms, are looking for an increase of business over last year, and from the arrangements being made for building as soon as spring opens, the indications are that they will not be disappointed.

Advertise in THE WISCONSIN LUMBERMAN. Terms moderate.

THE NEW MICHIGAN BOOMING LAW.

TEXT OF THE BILL AMENDING THE LAW REGULATING THE BOOMAGE OF LOGS IN MICHIGAN.

The following is the full text of the bill to amend the Michigan laws regulating the boomage of logs. This bill was introduced in the House of Representatives of Michigan by Mr. Norton. Its principal change is in making the lien of a boom company follow the logs through the hands of other companies to which they may be delivered on their way to the mills.

A bill to amend section fourteen (14) of an act entitled "An act to amend sections two and fourteen of chapter eighty-eight of the compiled laws of eighteen hundred and seventy-one, entitled 'an act to authorize the formation of corporations for the running, booming and rafting of logs,'" approved March 7th, 1873.

SEC. 1—*The People of the State of Michigan enact*, That section fourteen of an act entitled "An act to amend sections two and fourteen of chapter eighty-eight of the compiled laws of eighteen hundred and seventy-one, entitled 'An act to authorize the formation of corporations for the running, booming and rafting of logs,'" approved March 7th 1873, be, and the same is hereby amended so as to read as follows:

SEC. 14—Every such corporation shall, by their corporate name, have power to acquire, use and hold all such real and personal estate, by lease or purchase, as shall be necessary for the purpose of carrying on the business of such corporation, with the full right of selling and disposing thereof, when not further needed for the use of such corporation: *Provided*, That their real estate shall not exceed five thousand acres. They shall have power, and the right in any of the navigable waters of this State, named in their articles of association, to construct, use, and maintain all necessary booms, for the business of such corporation: *Provided, always*, That they shall first have obtained from the owner or owners of the shores along which, or in front of which, they desire to construct such boom or booms, either by lease or purchase, their permission to erect and maintain such boom or booms in front of his or their lands: *And provided further*, That such boom or booms shall be so constructed, and so far as practicable used, as to allow the free passage of boats, vessels, crafts, logs, timber, lumber, or other

floatables, along such waters. They have power to make all necessary contracts for driving, booming, rafting and running logs, lumber, timber, and other floatables. They shall have power to carry on the business of driving, booming, rafting and running logs, timber, lumber, or other floatables, or either of them, as they may from time to time determine: and for the use of said boom or booms in the care and custody of logs, timber, lumber and other floatables, in all cases where no rate is fixed by contract, to charge and collect a uniform and reasonable sum for boomage, and for such boomage, and for driving, rafting or running of logs, timber, lumber and other floatables, such corporation shall have a lien on the logs, timber or other floatables, driven, boomed, rafted or run; and such corporation shall be entitled to retain the possession of such logs, timber, lumber, or other floatables, or so much thereof as may be necessary to satisfy the amount of such boomage, and reasonable charges for driving, rafting, or running of logs, timber, lumber and other floatables, and all expenses for taking care of the same, until the same shall be determined, satisfied and paid in the manner hereinafter described. And whenever any such logs, timber, lumber or other floatables shall be delivered by any duly authorized corporation to any other duly authorized corporation, for transportation or delivery at its proper destination, such lien shall remain a lien upon such logs, timber, lumber, or other floatables, for the benefit of said first corporation, until the same shall have reached its proper destination: and said first corporation shall be deemed not to have released such logs, timber, lumber and other floatables, and shall have power to take and retain possession of the same as may be necessary to satisfy the amount of such boomage, and reasonable charges for driving, rafting or running of logs, timber, lumber, or other floatables, until the same shall be determined, satisfied and paid in the manner hereinafter prescribed; and all charges for running, driving, booming, towing or rafting of saw logs and lumber by such corporation, shall be by the thousand feet, board measure.

The Tunnel Under the English Channel.

This great undertaking is at length in a fair way of accomplishment. The French Minister of Public Works has just laid before the Assembly a bill to declare of public utility the construction of a railway under the Channel between England and

France, and to approve of a convention, signed on the 16th January, 1875, between the Minister of Public Works and M. Michel Chevalier, the latter representing a company in course of formation for the concession, without subvention or guarantee of interest, of the said tunnel railway. The enormous capital required will be forthcoming, and it is expected that operations will soon commence. Engineers regard the work with great interest and favor.

Logging on the Black.

For several weeks past reports have been floating through the newspapers in various parts of the country that from 125,000,000 to 175,000,000 feet of logs would be put in Black River the present winter. This is a wild estimate, and we wish to correct this erroneous statement. The winter thus far has been very unfavorable for logging, on account of lack of snow. Judging by the work already done, the amount of logs that will be cut and put in the river this season will not reach above 80,000,000 feet, and may possibly come below 75,000,000. This information we get from the principal men engaged in the business, and they are more likely to know than any newspaper correspondents, some of whom never saw a log or logging camp. The amount of old logs in the river is small, compared to other years in the past, and will not foot up to more than fifteen or twenty million feet. It is probable now that not more than 50,000,000 feet of logs will go out of this river before the first of June next, and it is not safe to bet on that amount. The same is also true of the Chippewa, Eau Claire and other rivers in the northwest. A short time ago an article appeared in *The Northwestern Lumberman*, Chicago, stating that the amount of sawed lumber held over in La Crosse the present winter was about 17,000,000 feet, when in fact there is not over 7,000,000 feet there, and not over 10,000,000 feet in the whole river. Such wild statements do a large amount of damage, and we hope all the newspapers in the northwest will correct them at once, and give only the facts. The loggers on Black River will, the present winter, put in at least fifty per cent. less logs than ever before in the past four or five years, and will fulfill the promise made last fall at the meeting held at Saginaw, Michigan.

Subscribe for the LUMBERMAN.

THE MENOM NEE HUNTERS.

TO CARLOS WINES AND JOE. BARBER.

BY ROBERT S. THOMAS.

Come leave your mills and workshops,
Come leave the city's noise;
And join us in the wild woods—
Were merry hunter boys.

There's pleasures in the city,
But take your midnight spree;
For fun, give me a hunt, boys,
Up the Menominee.

Then take your pole and paddle,
And launch your light canoe;
Don't fear the rushing rapids,
Stout arms will push you through.

Come where the mink and muskrat
Beneath the moonbeams play;
The otter slides the steep bank;
The beaver scatters spray.

Our camp is on the island;
A bark roof overhead;
Our rifles are our pillows,
And hemlock boughs our bed.

With cheerful glow the camp-fire
Is blazing at our feet;
Among the green old pine trees,
The darkening shadows meet.

The sun's last beam has vanished,
The hungry, grey wolves howl,
The owl begins his hooting,
The lynx begins to prowl.

And when we merry hunters
Load up our rifles true,
We trim our bright-eyed lanterns,
And board our light canoe.

A ripple scarcely making,
We paddle down the stream,
As silent as the bushes
On which our lanterns gleam.

Hark! hark! the deer is splashing
Upon the other shore,
We swing into the river,
And softly paddle o'er.

Now through the darkness gleaming,
Appears his eyes so bright;
In wonder he is gazing
Upon the phantom light.

A crack! the fatal bullet
Has done its work of death:
A noble buck lies dying—
Lies struggling for his breath.

Now from its sheath comes flashing,
The keen edged hunting knife;
The game is ours, hurrah boys
For a bold hunter's life.

Hurrah boys for the wild woods;
We hunters gay and free,
Range over hill and valley,
Up the Menominee.

THE PACIFIC SLOPE.

An Interesting Account of the Land Beyond the Mountains—The California Redwood—Some Astonishing Figures—50,000 Feet of Boards Made from a Single Tree!

The wonderful fertility of the Pacific slope, and its wealth of natural resources, are but little appreciated or understood this side of the Rocky mountains. More than a year ago a prominent Michigan lumberman of our acquaintance, returned from a sojourn among the big trees of the Sierras, with the somewhat startling proposition, that he had seen numbers of acres, from each of which one million feet of lumber might be cut. We are in receipt of the *Sonoma Democrat*, published at Santa Rosa, Sonoma County, California, and from its New Year's issue, making the following extracts:

The redwood is second only to the giant pines of the Sierra Nevada. As a wood of commerce it has no equal on the coast. The largest trees are fifty feet in circumference, growing to a great height with scarcely a perceptible diminution in size, often two hundred and fifty feet without branches, attaining a total height of from three hundred and fifty to four hundred feet. They stand in forest-like wooden columns, so densely shaded that no shubbery or smaller trees grow between. In this gloom of shade and stillness one may realize something of the feeling which led the Druids of old to consecrate their groves. The great redwood timber belt of this State extends from Humboldt county through Mendocino into Sonoma, where it terminates on the edge of the open lands which we have described as the Sonoma Downs. Crossing this gap we come to a detached forest in Marion county. There was another, long since cut out, in the hills back of Oakland South of San Fran-

cisco, in Santa Cruz county, there is a forest of considerable extent; south of that the redwood does not flourish.

Entering Sonoma county on the north, in Salt Point township an estimate gives it 24,000 acres of timber, a large part of which will cut a half a million feet to the acre. This section extends from the north county line along the coast and back of it for some miles into the hills. In this section there are five steam saw-mills; first, the Gualala mill, lying across the boundary, in Mendocino, but the timber is mostly in this county. Capacity of mill 25,000 feet a day. Fifteen miles below, at Fisherman's bay, is the Hatt mill, with a capacity of 20,000 feet a day; in the same place is the Clipper saw mill, with a capacity for cutting 25,000 feet a day. Four miles below Helmke's mill is situated, with a cutting capacity of 16,000 a day. Ten miles below, at Timber Cove, Miller's mill has a capacity of 18,000; this brings us to Russian river. All the mills mentioned are on or near the coast and ship direct to San Francisco. There is, as we said, about 20,000 acres in this district, besides an inexhaustible supply of picket, railroad, fuel and fencing timber. It is the coast face of the hills separating the valleys we have described from the ocean. We now come to Ocean township and the timber on Russian river, which those who have read the preceding description will remember, flows through the valleys and enters the coast hills, flowing through them to the sea. Just at the mouth of the river, Duncon's mill is situated. It has a capacity for 25,000 feet a day, has a steam railway leading from the mill to the logging camp and from mill to shipping point. A steam launch is being constructed to carry the lumber of this mill exclusively to San Francisco. This is one of the best appointed lumber manufactories in the county. It is twenty-seven miles from Santa Rosa. South of Duncan's we come upon the open country.

We will now cross to the lumber district from which our local supply is obtained. Russian river after leaving the Santa Rosa plain, flows through the finest bottom land which was heavily set with an enormous growth of redwood. The hills north and south of the river are covered with fine bodies of timber. These hills overlook the great valley of Sonoma county, and are easy of access from them. For convenience we will divide this district into two sections; one south and the other north of the river. South of the river it is estima-

ted that there are 8,000 acres of timber which cut, some portions, as high as 100,000 feet to the acre, and others fifty thousand and less. Those who know the country say that 20,000 would be an average all through. There is, besides an inexhaustible supply of oak, furnishing tan bark and fuel; also laurel, for fancy cabinet ware, and shoe-last and stave timber. The average distance of this district from Santa Rosa is about sixteen miles. Following are the mills in this section: Ben Joy's, capacity 10,000 a day; J. K. Smith's, capacity 12,000; Meeker Bros., capacity 12,000; Frank Clifford's mill, capacity about 4,000 per day. In this district is situated the town of Forestville, and the chair factory of S. S. Nowlin, for which all the material is procured in the vicinity. North of Russian river the stirring lumber manufacturing town of Guerneville is situated; it is about twenty miles from Santa Rosa, in what is known as the big bottom of Russian river, a body of timber as fine as any in the state. At the head of this valley are located the quicksilver mines of which we have spoken. Heald & Guerne's mill is at Guerneville; it is supplied with all the requisite machinery for turning out ornamental building material of the latest styles and patterns. One of the owners, T. J. Heald, is an old pioneer, belonging to the family from whom Healdsburg takes its name. The capacity of the mill is 20,000 feet of rough lumber a day. They make also, 300,000 shingles a year. Close by is the mill of Murphy Bros., with a capacity of 25,000 a day. A correspondent of *The Country Gentleman*, who visited this mill, writes as follows the timber, which had to be carefully felled to miss the buildings: "There were thirteen logs in a tree, each sixteen feet long. Another tree measured 288 feet from the stump to the end of the last saw-log. It had cut 53,000 feet of boards; the top was left at four feet diameter, and near one hundred feet in length. Still another, which they were working into shingles, had already made 300,000, and enough lay there in the log to make 100,000 more. It was perfectly free from knots and wind shakes for 200 feet. They count, usually, on having first class clear lumber from the first 150 feet. We measured two trees, standing within fifty feet of each other, which were forty-one feet six inches, and forty-one feet, respectively, in circumference, five feet from the ground."

The mill of Korbel Bros., in the same

vicinity, cuts 20,000 feet a day. The proprietors have a large manufacturing establishment in Santa Rosa for all kinds of building, ornamental and fancy work, to which they intend, at an early day, to add a wine cask factory, the casks to be made of selected timber from their mill. They have about 25,000 acres of land. Hasset & Meade's mill is in the same locality; it has a capacity of from 15,000 to 20,000 a day, with about 100 acres of timber land. There is another small water mill, Olmstead's, in this district, with a capacity of 5,000 feet per day. Following are the wages paid: Sawyers receive \$100.00 per month; engineers, \$50.00, teamsters \$75.00; all with board, and are paid in coin. The cutting capacity of all the mills in the country is 201,000 feet a day.

RECAPITULATION.

A well-posted lumberman gives the following statement of timber within the county limits, by districts:

	FEET.
Heald & Guerne.....	30,000,000
Korbel Bros.....	30,000,000
Murphy Bros.....	30,000,000
Hasset & Meade.....	8,000,000
Armstrong & Estep.....	12,000,000
Dutch John.....	5,000,000
Henry Willets.....	6,000,000
Marshall (Mill creek).....	10,000,000
Beaver.....	5,000,000
Torrenue.....	5,000,000
Other owners.....	30,000,000
	169,000,000

Coast, from Duncan's northward.....	800,000,000
Bodega township.....	141,000,000
Total timber in County.....	1,130,000,000

Foreign Commerce of England.

The total value of the imports into Great Britain during January was £32,375,675, being over a million in excess of the total of January, 1874. The value of British and Irish produce exported was £16,986,760, compared with £19,472,467 in the year previous January. The imports for the year ending December show a decrease of about a million sterling, as compared with those of 1873; and the exports for the year show a decrease of £15,728,396.

Patents in the Lumber Trade.

The following list of patent issued by the United States patent office for the month ending Feb. 15th, 1875, relating to saw-mill machinery and the lumbering in-

terests, is prepared expressly for The Wisconsin Lumberman by Louis Bagger & Co., solicitors of patents, Washington, D. C., from whom complete copies of the patents and drawings may be obtained:—

No. 158,404.—Saw-sharpeners; patented by John Crook and James A. Crook, Augusta, Ohio.

No. 158,454.—Saw-clamps; patented by S. P. Babcock, Adrian, Mich.

No. 158,470.—Saw-filing machines; patented by Jerome Cleveland, Tecumseh, Mich., assignor to himself and H. Haines, same place.

158,537.—Crosscut Saw Handels; pat. by Wm. K. Stansbury, Detroit, Mich.

158,693.—Saw-mill dogs; patented by Wm. M. Terry, Grand Haven, Mich.

158,703.—Saw-mills; patented by Herman D. Hall, Denver, Col.

158,753.—Lumber-driers; patented by H. S. Taylor, Wilmington, Del.

158,756.—Saw-Gummers; patented by S. Lee Tibbals, Osage, Minn.

158,921.—Handsaws; patented, by Henry Disston, Philadelphia, Pa.

158,946.—Machines for dressing shingles; patented by Samuel L. King, Lancaster, Pa.

158,952.—Machines for enbossing wood; patented by Urbain Auguste Lanteigue, Paris, France.

158,964.—Gin saw-sharpeners; patented by Josiah Mizzell and John Reville, Colerum, N. C.

158,968.—Machines for cutting splints for matches; patented by Waldeman Bergen, Nelsen, Malmoe, Sweden.

159,042.—Manufacture of wooden boxes; patented by Almond Robin-on, Webster, Maine.

159,140.—Saw-handles; patented by E. Andrews, Williamsport, Pa.

159,162.—Wood pavements; patented by Wm. Dissney, Cincinnati, Ohio.

159,226.—Cutter-heads; patented by Geo. J. Shimer, Milton, Pa.

159,236.—Head-blocks for saw mills; patented by Francis N. Whitcomb, Belmont, N. Y., for himself and W. Ellery Davis and Mary J. Rawson, administrators of David Rawson, deceased.

ENTERPRISE ON A SOUND BASIS.

Unprecedented Preparations for the Spring Trade—A Few Words About the Staunch Old Drug Jobbing House of H. Bosworth & Sons.

It is a satisfaction to note the spirit of enterprise that has lately taken possession of many of Milwaukee's most substantial and conservative business houses. Such a combination of spirit and substance is a happy and a promising one. For over thirty years the house of H. Bosworth & Sons has ranked as one of the strongholds of Milwaukee's trade. Having splendid credit and abundant capital this house has been able to ransack the world for goods, to buy in large quantities on the closest terms, and to extend unusual accommodations to its trustworthy customers. The service which this and other of Milwaukee's rich old houses have been able to extend to merchants in the lumber regions during the past two trying years have made this market a favorite with all good buyers.

It is a pleasure to us to chronicle every illustration of the enterprise of business institutions of this character. Our reporter was recently invited to inspect the preparations which Messrs. H. Bosworth & Sons are making for the trade of the approaching season. In an upper story of their establishment on East Water street an entire room was filled with samples of every conceivable article that can be included in the druggists' sundries and fancy goods trade. Three thousand different articles covered the counters and walls of this room. What most amazed the visitor was the assurance that every one of these articles had its place in the two Saratoga trunks that stood in one corner. These trunks have just been completed at an expense of \$200, after drawings of the gentleman who is to travel with them over the four principal states of the northwest—Mr. A. H. Adams. No eastern jobbing-house, we believe, ever sends out such a magnificent miscellaneous assortment of samples. This display might be appropriately called the finished product of hundreds of industries the world over, and of scores of jobbing-houses in various lines of goods. The trunks with their contents cost over a thousand dollars. The display includes samples of all kinds of druggists sundries consisting in part of full lines of cloth, tooth and hair brushes, cologne's, pomades, hair oils, rubber goods, face powders, cosmetics, &c. &c., besides many brands of cigars and over twenty kinds of choice liquors. This house carries a large amount of capital

locked up in fine whiskies, which it sells in large lots direct from the Kentucky bonded warehouse.

Mr. F. J. Bosworth, the head of this firm, spends much time making purchases in Europe, Paris being his headquarters. Mr. Bedford Hopkins, who has been with this house 22 years, is the virtual head of the firm. Mr. E. C. Hopkins, his associate, is widely known for his business-like character and popular manners. The house is one of Milwaukee's commercial ornaments.

Quincy, Ill., Lumber Trade.

The Whig says: The following statement of the business of the year is nearly correct:

James Arthur & Co., on hand Jan. 1, 1,000,000 feet; bought in the year, 3,000,000 feet; sold 3,000,000 feet; on hand now, 1,000,000 feet.

Bradford, McCoy & Co., on hand in January, 6,000,000 feet; bought in the year, 7,000,000 feet; sold 6,000,000; on hand, 7,000,000.

H. E. Dickhut & Co., on hand in January, 2,000,000; bought in the year, 3,000,000; sold, 3,000,000; on hand, 2,000,000.

J. C. Blanchard, on hand in January, 2,500,000; bought in the year, 500,000; sold, 2,000,000; on hand, 1,000,000.

D. H. Merriman & Son, on hand January 1, 2,000,000; bought in the year, 2,000,000; sold, 2,000,000; on hand, 2,000,000.

H. H. Martin, on hand January 1, 1,000,000; bought in the year, 3,000,000; sold, 2,000,000; on hand, 2,000,000.

R. McComb, on hand January 1, 5,000,000; bought in the year, 2,000,000; sold, 2,000,000; on hand, 5,000,000.

The totals are: On hand January 1, 15,100,000 feet; bought in 1874, 20,000,000 feet; sold during the year, 20,000,000 feet; on hand now, 15,150,000 feet.

James Arthur & Co., have on hand about 1,500,000 feet in logs. The firm also run a sixty inch circular saw mill, also shingle and lath machines which are kept in operation a large portion of the year.

S. P. Brunson has in operation a small circular saw mill which manufactures about 150,000 feet annually.

Advertise in the LUMBERMAN.

ALASKA TIMBER.

SHIP BUILDING ON THE PACIFIC COAST—
MEMORIAL OF SAN FRANCISCO CAPITALISTS TO CONGRESS FOR AN EXTENSIVE RENT OF TIMBER LANDS.

Senator Hager of California has presented to congress the following memorial, in furtherance of the scheme of certain capitalists of San Francisco for a grant of timber land in Alaska for ship-building purposes.

To the Congress of the United States in senate and assembly convened; petitioners most respectfully present to your honorable body the following, viz: Alaska was purchased by the United States in 1865. At that time the territory was supposed to have little value except for its proximity to our possessions on the Pacific, and the possible danger that it might come under the control of some nation less friendly than Russia to us, and our extension in that direction should it be deemed a national necessity at a later period. It is true it was known that the outlying Aleutian Isles had some value for furs (since the important concession has been granted to a commercial company engaged in the fur trades) and that its shores and inlets abounded in fish; but otherwise it was regarded as comparatively valueless. The climate is unfriendly to white population; the larger part of the year it is deluged in rains and enveloped in fogs. Though the temperature is much milder than in the same latitude on the Atlantic, it is so far advanced into the Arctic region that for several months out-door labor would be much embarrassed.

Explorations of the interior of the territory have been so limited that very little can be said of a definite nature of it; but so much is known of the general character of its climate that it is reasonably safe to conclude that for agricultural or pastoral pursuits it has little to invite settlement. The tribes of Indians inhabiting its shores and streams are esteemed the most wretched of any on the continent, and very little disposed to cultivate friendly relations with the whites who have visited them. At considerable expense an exploring party has been sent, during the past season, to examine the shores of the mainland and some of the islands; to ascertain if good material for ship building could be obtained, and in quantities to justify an effort to re-establish a branch of industry which has so long languished in the United

States that an American ship is to be rarely seen, either in our own or foreign ports. This exploration has revealed the existence of considerable bodies of timber which are regarded as particularly well adapted to the construction of ships. The question to be considered is: Can capital be induced to go into such a country and engage in the important industry of ship-building? Two things are indispensable requisite to it, which are—first, that the government shall establish a military post within a convenient and protecting distance of where the ship-building enterprise is located, to protect laborers against the hostilities of the savages; and second, that a portion of the territory, within a radius of say twenty-five miles shall be set apart to a corporation formed under the laws of California, to be called the Alaska Ship-building and Lumber company. Its successors and assigns (or an equal area, exclusive of all ocean navigable waters,) to be selected by said corporation; authorizing it to make use of the timber thereon, and to purchase the whole or any portion of said area at any time within the next ten years by the payment to the government of one dollar and twenty-five cents per acre. And also granting further right to said corporation to take any other timber-land outside the reservation, by paying to the government as aforesaid; the right to cut the timber to date from the time said corporation notifies the government of its purpose to take and use land as aforesaid and tenders payment therefor. Provided and upon the express condition that said company shall within two years of such grant by congress, the establishment of a military post, establish a ship yard and build at least one ship of not less than 1,200 tons burden, and shall thereafter maintain said ship-yard and continue the vigorous prosecution of ship-building. On the presentation herein named, your petitioners humbly pray your honorable body will take this matter into serious consideration, and pass a bill enacting provisions which will secure to your petitioners the objects of their foregoing petition.

[Signed] H. C. Tichenor, William T. Coleman, William Burling, Mathias Turner, Thomas H. Selby, Calvin Paige, W. F. Babcock, H. D. Bacon, John Parrott.

In presenting this memorial Senator Hager said: "I present the memorial of certain citizens of California in regard to Alaska. These memorialists have been to considerable expense in fitting

out an exploring party to examine timber lands in the territory, so far as it may be adapted to ship-building. They have obtained valuable statistics from the explorations that have been made, and they now memorialize congress for the privilege of buying a tract of timber land with a view to establishing ship-yards there for the construction of ships. In California there has been great difficulty hitherto in getting sufficient ships to carry our grain to the markets of the world, and the idea is that if our people engage in ship-building a great many of the farmers there will unite to buy the ships in order to transport the grain. I move that the memorial be printed and referred to the committee on public lands, as it relates to the purchase of a tract of land, and I think should more properly go to that committee than any other."

AN OUTSIDE VIEW.

INFORMATION CONCERNING THE WINTER'S WORK IN THE PINERIES—ESTIMATES FROM EACH DISTRICT IN WISCONSIN—THE BUSINESS OUT-LOOK.

A lumberman of much experience, well known to the trade along the Mississippi, and who keeps pretty well posted as to the progress of the lumber trade, writes to *The Gazette* from Milwaukee, giving some interesting information concerning the winter's work in the pineries. He says that estimates are fully made on the winter's cut of logs in the pineries of Wisconsin, resulting in the following figures and prospects for the coming business season:

The Green Bay district, which last year cut about 25,000,000 feet and run off, in addition, about 11,000,000 feet left over from the preceding year, will have about 31,000,000 this year.

The Wolf river district will yield 121,000,000, to which may be added 30,000,000 feet of logs now on hand at Oshkosh, making the total for the district 151,000,000 feet, or about 26,000,000 more than last year and 124,000,000 less than the season of 1873.

The Wisconsin river will have on the market only about 65,000,000, being about half its yield of 1873, but nearly double that of last year. The Wisconsin last year suffered a greater falling off than almost any other district in the state.

Black river district will yield this year, as now estimated from work done in the logging camps, about 120,000,000, being

from 5,000,000 to 7,000,000 more than last year, and 20,000,000 less than the season of 1873.

On the St. Croix the cut is estimated at 118,000,000 feet, or about 3,000,000 more than last year.

The Chippewa and Eau Claire rivers will yield about 295,000,000, and the Yellow river about 40,000,000.

Some effort has been made to estimate the amount that will be produced by the millers and lumber camps on the lines of railroads penetrating the pine regions, but no satisfactory results have been reached. This product has become important enough to cut a conspicuous figure in the lumber operations of the state, and being exempt from hindrances by ice or low water, is more reliable as a source of profit than any other branch of the lumber manufacture in the state.

Our correspondent adds that lumbermen generally are somewhat discouraged at the prospect. They have earnestly striven to reduce the amount of production until prices should advance, but their efforts have only been partially successful. The crop of the present year is considerably above that of last year, and the out-look is thought to be but little improved.

WOOD MANUFACTURES IN RUSSIA.

According to recent statistics the extent of the forests of Russia in Europe is about 442,897,500 acres, or 40 per cent. of the whole area. The forests are very unequally distributed, and altogether cultivation and communication are thus rendered impracticable, the facilities are becoming every year increased. Nearly 65 per cent. of the forest land is situated in the four governments of the north—in Archangel, Vologda, Olenetz and Perm. Between 1866 and 1870 upwards of 20,000 acres were planted, exclusive of the action of private owners. The principle trees are the Scotch pine, spruce fir, larch, birch, lime aspen and oak. The value of forest products exported in 1871 amounted to 16,926,553 roubles. But the internal consumption gives a better idea of the immense wealth of these forests. The approximate value as stated by Mr. Werckhn must be at least 265,450,000 roubles per annum. Wood is the only fuel used in Russia, and the railroads consume wood to the annual value of 7,200,000 roubles. It is estimated that 40,000,000 wooden spoons are manufactured every year.

CALIFORNIA TIMBER.

A correspondent of the Humboldt, (Cal.) Times is responsible for the following figuring, which, if true is, to draw it mild, astounding. For that one session contiguous to Humboldt Bay, is claimed more timber than the statisticians tell us, is left standing in all North America. According to that, with facilities for transport, the entire demands of the country could be supplied from that one county for half a century. Hear what he says:

"It is safe to say that Eel river has at least 100,000 acres of as good redwood timber as the world has produced. From careful estimates and conversation with those most thoroughly acquainted with that locality, I fear no contradiction when I say that an average of 800,000 feet to the acre can be cut from these lands. When a person stops a moment and tries to comprehend the magnitude of these figures, he is lost in a world of calculation. Thus 100,000 acres at the above average, gives in the aggregate 80,000,000,000 feet on the tract. Now it would take one saw mill, with a cutting capacity of 40,000 per day, 6,389 years to exhaust the supply, or it would take twenty mills of like capacity over 319 years to effect the same result, and so on down. The cutting capacity of all the mills on Humboldt Bay is, I believe, 40,000,000 feet per year. At this rate it would take 2,000 years to exhaust the Eel river timber belt. On Van Dusen creek, 15,000 acres, which will cut 600,000 feet to the acre; on Salmon creek, 20,000, which will average 800,000; on Elk river, 35,000, with 600,000 to an acre; on Mad river and Century creek 150,000 acres, 900,000 feet; from Little river to the Lagoon, 250,000 acres, 100,000 feet to the acre; Eureka, Ryan's Slough, Jacoby creek and forest, 105,000 acres, containing 200,000 feet to the acre; adding the amounts together gives a total of 447,000,000,000 of feet. Using the same illustration as previous named to show what these figures mean, namely: That the capacity of the present mills on Humboldt Bay is 40,000,000 of feet per year, it will require 11,745 years, at the present of consumption, to exhaust the redwoods of Humboldt county."

Farmers' Wives.

A very sensible remark it was, that was made lately by an old man, that many a farmer's wife is literally worked to death in an inadvertent manner from want of reflection or consideration on the part of her husband. None can understand better than he, in plowing, or sowing, or harvest time, that if a horse gets sick, or runs away, or is stolen, another must be procured that very day, or the work will inevitably go behindhand. He does not carry the same practical sense into the kitchen, when the hired help leaves without warning, or becomes disabled, although he knows as well as any man can know that "the hands" will expect their meals with the same regularity, with the same promptness, and with the same proper mode of preparation: but, instead of procuring other "help" on the instant, he allows himself to be persuaded, if the "help" is sick, she will get well in a day or two, or in a week at farthest, and that it is hardly worth while to get another for so short a time.

Meanwhile the wife is expected not only to attend to her ordinary duties as usual, but somehow or other to spare the time to do all that the cook or washerwoman was accustomed to do, that is, to do the full work of two persons, each of whom had already quite as much labor to perform as she could possibly attend to. The wife attempts it. By herculean efforts all goes on well. The farmer perceives no jar, no hitch in the working of the machinery, and because no complaint is uttered, thinks that everything is going on without an effort. Meanwhile, time passes, and (infinite shame on some of them) they begin to calculate how much has been saved from servants' wages, and how much less food has been eaten, and, because still no complaint is made, the resolution quietly forms in the mind to do nothing until she does complain; but, before that takes place, she falls a victim to her over-exertions, in having laid the foundation for weeks and months of illness, if not of a premature decline and death. Sincerely it is believed that these statements ought to be written in large letters above the mantels of half the farmers in the country, and, if over the other half also, it would not be labor lost in favor of many a heroic and uncomplaining but outraged farmer's wife and daughter.

—Des Moines Iowa Register.

Tweed to the Rescue

The New York correspondent of the St. Louis Republican gives the following reminiscence of Tweed: "It was the year before his downfall and we were both aboard an eastern train, the Boss *en route* for his home in Greenwich. A freight train was on the track before us, and we were detained in a muddy, barren bit of country over an hour. Some of the passengers got out and walked down the road to the scene of the disaster, where a number of men were clearing the track, amongst 'em, of course, the writer of this, who can never keep out of a muss if there's one to get into. The freight train had not only gone all of a heap off the track, but two cars had collided and crushed between 'em a poor brakeman, who laid that chill spring morning on the side of the road in great agony. Tweed strolled along, but the instant he saw this suffering man he went, to his assistance, and in a few minutes he had the poor fellow on a car-cushion, borne between a couple of men on to the next station, where I have no doubt Mr. Tweed looked out for him. Presently the Boss started back to the train alone, and a lady and myself followed leisurely behind. At a point in the road Tweed stopped and then turned out of sight, and when we gained the same point, behold, with his coat off, there was the king of New York, bringing all his weight to bear on the hind wheel of a two-wheeled cart that had stuck deep in the mud of a neighboring road. A cord of wood was neatly piled upon it, an old, feeble man was the proprietor of the concern; the jaded horse pulled in obedience to the lusty cry of Tweed; the old wood-cutter stood behind with a stake, shoving it up against the wheel every time the Boss gave a lift. The mud was soft, and deep, and stick, and the well-polished boots of the philanthropist were buried in it. His face was red, for he was doing a good bit of muscular exercise. The train was half a mile away and the wreck equally distant. He didn't dream a soul beside the stuck old woodman looked at him, and he was doing a real kindness with the will and vim of a sympathetic Christian heart and the strength of his whole body. Up came the wagon and the Boss pulled his coat from the wood-pile, got into it, clambered the bank to the track, and rolled on to the train."

An Old English Legal Fiction.

It is curious to notice from time to time how strangely English institutions are influenced by fictions and traditions which have no substance in them, but which nothing short of a resolution would induce English people to change. One of the most common and least understood of these fictions is the stewardship of the Chiltern Hundreds. We may suppose that a member of any representative body in any civilized country of the world wishes to cease being a member, and to retire into private life, he sends in his resignation, and there is an end of it. But a member of the British House of Commons cannot resign his seat. He may become disqualified from sitting in that assembly by accepting some place of honor or profit under the crown, or by some other cause, but Parliamentary law does not permit him to resign. If, therefore, a member desires to retire from the House, he must set about and find an office which he can ask, even from his political opponents, without much risk of refusal, and, having got his office, he is disqualified as a member of parliament from sitting in the house of commons, and then, by resigning his office, he is at liberty to retire from public life. It seems a roundabout way of doing a simple thing, but it is the only way of doing it. The stewardship of the Chiltern Hundreds is the office generally applied for in the circumstances. The Chiltern Hills are in the center of Buckinghamshire—M. Disraeli's county—and it is perhaps the most benighted county in England. The Chiltern Hills are covered with beautiful beach forests, and in the old day these forests were infested by robbers. To restrain the robbers and to protect the peaceable inhabitants of the neighborhood from their inroads, it was usual for the crown to appoint an officer, who was called the steward of the Chiltern Hundreds. Though the beach forests remain, the robbers have withdrawn to the more perfect seclusion of the slums of East London, and the office is now an obsolete sinecure, and but for the secondary object of enabling a member of parliament to adopt a roundabout way of resigning his seat, it might be abolished to-morrow. But the English cling to their fictions, and for the last century and a quarter, whenever a member of the House applies for the Chiltern Hundreds, it is granted (generally, though not invariably,) on the understanding that the member instantly resigns it, and, his seat being vacated by his acceptance of office, a new writ is issued for the constituency which he has represented.

MILWAUKEE & DUBUQUE

Prospectus of the Milwaukee & Dubuque Railroad Company.

Showing what is Required of the Business Men of Milwaukee and of the Towns along the Line, to Ensure the Success of the Enterprise.

More than twenty years ago, a charter for a railroad was granted between Milwaukee and Beloit; the road was almost completely graded to Elkhorn, about 40 miles. The panic of 1857 overtook the company and the iron was never laid. A mortgage given by the stockholders in favor of the contractors was subsequently foreclosed, and the road bed has been suffered to become grass grown.

The adoption of the narrow gauge system of railroad construction in Iowa and Northern Illinois, which promises connection with the coal fields and grain fields of the two sections, has opened the necessity for the completion of this line, and a company has been formed and has purchased the bed of the old company at less than 6 per cent. of what has actually been expended on the construction.

The road runs ten miles on an average from any other road to Elkhorn, and through as fine a country as exists in Wisconsin, and under a complete state of cultivation; the people along the route are enthusiastic for the completion of the road, and if they expect to have the road completed must raise most of the money to pay for the construction of the line through their territory.

It is well-known that the parties who first subscribed irretrievably lost what they put into the road, and this was particularly hard because the road was not completed, and it is natural that they should distrust any parties who attempt to revive the project, and in view of this state of thing it is proposed to call upon the capitalists and business men of Milwaukee, who would be so much benefitted by this road to subscribe for enough to get the road ironed and equipped for ten or twelve miles from the city, and to ask the towns to guarantee a certain amount of stock to be issued when their several town lines are actually reached by the superstructure. If this is done in good

faith the road can be completed to Elkhorn the present season.

It is admitted that the present is a remarkably good time to build railroads on account of the low price of labor and material, and if this road is completed at all it must be in this way, for the day of building railroads in the west by "placing" bonds in the east at a ruinous discount to finally swamp the stockholders is forever past, and we propose it this enterprise to conduct its affairs on strictly honest and economical principles. The capitalists of Milwaukee never had such an opportunity for a good investment, and at the same time to assist in building up the city and country along this line, for those who go into the company receive the full benefit of the half million already sacrificed by the original stockholders.

The charter of the road contemplates a continuous line to Dubuque, but what route will be taken after reaching Walworth county will depend upon the inducements that are offered on the several feasible routes between the two points.

As to the narrow gauge track which is proposed, it may be well to say that the cost of superstructure and of running expenses is less than the old gauge, while the capacity of the track for business is greater than is done on nineteen-twentieths of the roads in the country.

The iron is lighter, the engine and cars are lighter and the amount of dead weight to be carried in proportion to paying freight is very much in favor of a narrow gauge, which will be understood when we affirm that a narrow gauge train loaded weighs less than a standard gauge train empty!

It is admitted that what is wanted in Wisconsin in common with the whole west is cheap transportation, and those who have given this system intelligent attention are satisfied that the three feet gauge is to be the principal instrumentality in furnishing it.

Iowa has a road 35 miles long in operation, coming from Des Moines in this direction, and its success has been so great that an extension to the Mississippi will soon be built, with Iowa money and by Iowa men as it has been so far on the road already built.

The Milwaukee and Dubuque road has the Mississippi and the grain fields of Iowa as the ultimate objective point, with connections to Nebraska and Colorado, where several hundred miles of this gauge are in

operation, and so on to the Pacific via the Southern Pacific road which will have the three feet gauge in all probability.

Connections will also be made with a road already under contract with the coal-fields of Illinois, which will make a material reduction in the cost of that article in Milwaukee, laying it down at our doors from \$3 to \$4 a ton, and thus securing the prosperity of Milwaukee as a manufacturing center. With these facts and considerations it would be a crime against the best interests and future prosperity of Milwaukee should this opportunity be suffered to pass unimproved.

It is confidently expected that the business men of the city will promptly subscribe the limited amount required, that the completion of this line for the first forty miles may at once be entered upon.

We have thus in a few words presented a brief abstract of the condition and prospects of this railroad project, trusting that the intelligent enterprise of our citizens will see the absolute necessity of individual exertion, for it is absolutely certain that if this road is to be completed, and no longer remain a disgrace to the city as its present unfinished condition certainly is, there must be a general and popular subscription to the stock, for as already indicated, this road is to be built by the people, owned by the people, and, of course, operated in the interest of the people.

There are one hundred business men in Milwaukee who can and ought to subscribe and pay for \$1,000 in stock each, one hundred men who can without inconvenience take \$500 each, and 500 clerks, mechanics and laboring men who could take a single share of \$100, paying the installments from their surplus earnings, and thus make a good investment, for there is no doubt as to the value of stock in this road, for it must begin to make handsome returns even when the first thirty miles are completed, for the location of the line is through the finest agricultural country in Wisconsin, and with the early and late trains which will be run ten or fifteen miles out, at say a cent a mile fare, suburban villages must spring up along the track where men can live while they do business in the city, the difference in rent more than paying their season tickets.

It is contemplated to encourage local business and encourage settlement along the route by placing the single fares at less than the Potter law allows, while round trip tickets, package tickets, punch tickets, 100, 500, 1000 mile and commutation tick-

ets will be placed at the lowest figure compatible with fair profit on the business.

By this means settlement along the line will be encouraged and a local business secured that will continually increase, and which no rival road can take from us, for while we place great dependence upon through freights coming from beyond Dubuque and over the Peoria & Fond du Lac and other connecting lines which are sure to be built, we propose to pursue a policy as to local business that will merit the satisfaction and encourage the satisfaction of the people we shall accommodate.

We are perfectly aware of the depreciation of railroad securities with few exceptions throughout the country, but the dullest comprehension can see that here is an exceptional case; for our road, instead of costing from 30 to 65 thousand dollars a mile as most of the old gauge roads have, including their watered stocks, will cost less than \$10,000 over the graded portion and only about \$15,000 over the remainder of the distance.

That the construction of this road will be of incalculable benefit to Milwaukee and Dubuque, as well as every town through or near which it passes requires no argument, and while we do not ask the farmers to mortgage their property to raise money to assist us in building this line we do respectfully ask them to subscribe when they can without inconvenience, to be paid in work or material where that can be done.

Our reasons for adopting the three feet gauge are its cheapness in building, its diminished cost of operating and reduced expense for repairs, which diminishes the ratio of running expenses to gross receipts, leaving a greater margin for profits.

This, with the fact that freights of all kinds and passengers can be carried as easily and comfortably as on the old gauge, and the certain prospect that this is to be but a single link in a great chain of connecting roads, which are to solve the question of cheap transportation, has decided us to build our road of the standard three feet gauge.

It will be admitted that railroads have done more for Chicago and Milwaukee than lake Michigan, while the railroads terminating in Dubuque have added to her prospects more than the Mississippi river.

Remembering this point in connection with the certainty of connecting the Mississippi and the lakes by a route shorter than any other, and of connecting with the coal fields of Illinois, the mineral region of southwest Wisconsin, the iron ores to the north of us as well as the pine region, and at the same time developing a most fertile agricultural country, it would seem that the most ordinary public spirit of our citizens would not rest until the work is accomplished—for we must here reiterate that the work, if done at all, must be done by local effort, with local money; for

no eastern or foreign capitalists are coming here to build this road, or indeed any western road for years to come, or at least until we have demonstrated the value of such roads by years of prosperity; and then having begun in this career of self-reliance we shall shall not require outside assistance.

Indeed, the happy conception of the three-foot gauge has placed it in the power of every town to build and own its own road, and thus be relieved from continued contributions to outside parties, which becomes such a devastating drain upon any community.

In conclusion we ask the confidence of the people in this enterprise, and trust that our appeal for funds to iron and equip the forty or fifty miles already graded, will meet with such a cheerful and ready response that the work can at once be entered upon, and the first division completed the present season while labor and material can be obtained at such a low figure.

It will not be denied that Chicago makes a successful bid for a large amount of Wisconsin trade through her Northwestern and other roads, and we greatly mistake the temper of the business men of Milwaukee if they do not accept this offer and opportunity to make reprisals from Illinois and Iowa; for it must not be forgotten that the first twelve or fifteen miles of this road is the beginning of the Milwaukee and St. Louis Air Line, which will run southwest through the whole state of Illinois.

A Free Lunch by the Cassowary.

Rumors being in circulation to the effect that a new consignment of animals for the Zoological garden has reached the city, a reporter calls at the office of the society to obtain some information respecting the matter. The secretary is out and the office is in charge of a boy, who is sitting with his feet on the stove filing a skate. The following conversation ensues:

Reporter—"Anything new at the garden to-day, sonny?"

Boy—"Dunno of nothin'. The skeetin' was good yesterday, and I seen a whole lot of fellers goin' in there."

Rep.—"Any lot of animals arrived lately?"

Boy—"I b'lieve not. Leastwise I ain't heard of any. But I heard the ole man say he hoped they wouldn't bring any more cassowaries."

Rep.—"why not?"

Boy—"They've got one out there now. Leastways the ole man calls it a cassowary, but I call 'em ostriches. And the ole man says that animal busted loose nigh afore

last, and raised Hail Columbia; went a scootin' round that garden behavin' scandalous. Nobody knowed it was loose until mornin', and then it had played hob with things. The ole man says it et all the door-knobs off the monkey-house and the restaurant, and then swallowed six croquet-balls that was piled up by the pump. One of the keepers found an old hoop-skirt during the day and hung it agin the wall. The ole man says the cassowary must have et that too, and then it broke into a cage and put away two horned owls and a cocatoo, I b'lieve they call it. One of them birds like parrots, any way.

Rep.—"Ate them, do you mean?"

Boy—"That's what the ole man said. And then it went boomin' around tastin' almost everything, and it got away with two trace chains on one of the waggins, and half a keg of nails that was settin' on the porch. I never knowed them birds had such appetites. But the ole man says they have; and they'll tackle almost anything, and swallow it's if't was confectionery. He says he saw one once eat a litter of five pups, and then begin on a crowbar's though it hadn't had nothin' for a month. And this one, out yer at the garden, it et the ole man's skeets and two butter-trocks that was in the restaurant winder, and then it stuffed in two of the prairie dogs that happened to be wanderin' about."

Rep.—"Did it seem well afterward?"

Boy—"O middlen'! But one of the keepers left his revolver lyin' on a bench, and the cassowary scooped that in, too, and in the mornin', while they was drivin' it into the pen, it run agin the fence, and two or three explosions, kinder smothered like, was heard growlin' and rumblin' on its insides, and the next minute the smoke came bussin' out of its mouth and it rolled over and stepped out. The ole man says the jolt must have started the revolver."

Rep.—"Anything else new?"

Boy—"No, nothin'; but you come round yer whenever you wantan item. There's most always something goin' on. You see the ole man: he'll stonish you with information. Good mornin'."—[Philadelphia Bulletin.]

THE WISCONSIN LUMBERMAN will be largely improved during its coming year. No lumberman can afford to be without this publication.

THE COMING PRIZE FIGHT.

Tom Allen, of St. Louis, the Champion, and What he is Doing in New York—His Battles, and those of George Rooke of Newark.

[From The New York Sun.]

Tom Allen, the champion pugilist of America, arrived in Newark on Tuesday afternoon. He called on Jim Coyne and spent a few hours arranging the details of his exhibition in this city and Philadelphia, and late that night came on here and surrendered himself to Harry Hill.

While in Newark he caught sight of George he will give sparring exhibitions. After that he will return to his home in St. Louis and commence training in earnest. While in

On Wednesday night about 12 o'clock Allen returned to Harry Hill's from a visit he had been making to Billy Edwards, in Brooklyn. His weight is 210 pounds. His face is large and full, with a mild expression which betokens in no way the prize-fighter, and he speaks in a subdued, mellow, pleasant voice. He greeted the reporter cordially, and gave his plans and prospects as related. Then he turned to one side and got his champion gold belt. It is an elegant thing, made of twelve plates, each about three inches square, hinged together. Of the twelve plates five are of gold and seven silver; and of the gold ones, one is engraved with a sketch of two prize-fighters passing the courteous greeting before fighting; another with the picture of the two fighters rampant; and a third with shield and flags, with the words: "Presented to Tom Allen by his St. Louis friends, May 4, 1870." It was given to him a short time after he had his famous fight with Jem Mace, and just after he made his last appearance in New York.

"There is one thing, my friend," said he, "that I want you to print, and that is that I now weigh only 210 pounds. That is bad enough, but some of the papers have got me down for 240. As it is," he continued with a sigh, "I have got to train off forty pounds before I have my fight with Rooke, for I never fight at over 170."

As to weight he possesses a great advantage over Rooke, whose present weight is only 160, much of which is to be trained off.

Harry Hill's Variety Theatre was packed yesterday afternoon with staunch supporters of the fistic arena. The occasion was a benefit tendered to Tom Allen of St. Louis. The chief encounter of the day was that between the beneficiary and Jim Coyne, and the countering on both sides was very spirited, Allen through science and weight, compelling his antagonist to succumb. The contest elicited frequent applause. Next to this was the encounter between Arthur Chambers and Harry

Hicken. Both stood up to the scratch without wincing. The other events were between Warwick Edwards and young Kelley, Peter Croker and Steve Taylor, the skilful Jerseyman; Patsey O'Hara and Jim Turner, Mike Cogan and Ben Hogan. Harry Hill, who was superintendent, saw that all went off harmoniously.

Tom Allen was born in Birmingham in 1840, stands 5 ft. 10½ in., and weighs 206 pounds. His first appearance was with Morris Conner, whom he beat in 22 min., for £10 a side. He next beat Jack White, for £10 a side, in 40 min. Beaten by Posh Price, £25 a side, in 50 min. Beat Bingy Rose, in 20 min., for £25 a side. Beaten by Bob Smith, a colored man, of Fulton market, this city, for £50 a side, in 2 h. 40 min. Beat Parkinson, for £10 a side, in 25 min., 10 rounds. Beat Posh Price, for £50 a side, in 2 h. 5 min. Beat George Hes, \$100 a side, in 1 h. 4 min. Fought a draw with Joe Gloss, \$100 a side, lasting 57 min. The above are his battles in England. Since his arrival in America he has fought and beaten Bill Davis, for \$2000, in 30 min. Beaten by Charley Gallagher, \$2000, 3 rounds, 3 min. Fought Mike McCool a draw, for \$5000, lasting 14 min., 9 rounds. Beat Charley Gallagher, for \$2000, in 13 rounds, 22 min. Beaten by Jem Mace, for \$5000, in 10 rounds, 44 min. Beat Jim Gallagher, Allen betting \$1000 to \$500, the fight lasting 24 min. Beat Mike McCool, for \$4000 and the championship of America, in 7 rounds, 19 min.

George Rooke, better known as George Rooke, is, as his name denotes, an Irishman, 34 years of age, stands 6 feet, and weighs 170 pounds. He first met Tim Hussey for a purse of \$500, and defeated him cleverly in thirty-seven minutes. Rooke next fought Charley Collins, the cast-iron man, for \$1,000, which battle he was defrauded out of by the crowd. He next met Mathew Moore for \$2,000 and the middle-weight championship, but he was forced to lower his colors after a desperate struggle in thirty-seven rounds, lasting 1 hour, 4 minutes.

The second deposit of \$250 a side, in the match between Allen and Rooke, was made at half past eleven last night in the hands of Harry Hill the stakeholder.

Opinions of a Wisconsin Lumberman.

K. B. Orrick returned from an extended trip among the western lumber markets, last week. St. Louis, Dubuque, and Omaha are among the prominent cities visited. He reports the farmers of Iowa unusually prosperous. They have sold their pork and corn—their two principal products—at high prices, and therefore lumbermen are looking forward to an increased demand during the coming season. —Stevens Point Journal, March 13.

HAVE A CHAW?

No, Thank You! For Figures Won't Lie.

What it Has Cost a Young Milwaukee Business Man to Chew Tobacco.

[From The Commercial Times.]

Tobacco is a filthy weed!
From the Devil there came the seed.
It spoils your breath and scents your clothes
And makes a chimney of your nose,

Is the text that a young business man of this city now speaks upon whenever he has time between games at a certain popular whist room on Broadway. The young gentleman has made the following statement for publication, hoping it may have the effect of an all powerful tobacco antidote:

Editors Commercial Times:—I have long noticed, with regret, that a number of my personal friends continue their use of tobacco in all its horrid forms notwithstanding my repeated arguments and admonitions against it; and I now propose, with your permission, to show not only my friends, but your readers in general, what a bankrupt community they are making of themselves by the use of the filthy weed which even a Nebraska grasshopper hesitates to tackle. Perhaps my own experience is similar to that of thousands addicted to the weed, and the story of it may assist in bringing my statistics to a more careful consideration than would otherwise be the case.

THE STORY.

When I was ten years old I took my first chew. The occasion was a hunting excursion with a big cousin who had kindly consented to have me go along to carry the game. After a two or three hours tramp my juvenile stomach became empty and I was almost fainting and famished with the exertion of carrying a brace of rabbits and a half-dozen pigeons that were the trophies of the hunt. My

cousin advised a "toner" in the shape of a chew of navy plug which he assured me would "fix me all right." The chew was taken and sure enough, in less than two minutes I had got entirely over any feeling of hunger. I even forgot fatigue. I forgot everything but my mother and the awful sense that I was probably too sick to live more than three or four minutes longer. I even wished that I was dead. Had I the strength and been posted then I should perhaps have raised my hands to heaven and sworn that I would never, never, refuse a poor little boy a lecture on the character, quality and effect of navy plug. However, I began to feel better after awhile and lived (although the last statement is not of so much importance.) The recuperation from the sickness was so excessively pleasant that I was induced before we got home from the hunt, to take another chew and then found that it did not produce any unpleasant effect; but on the contrary stilled the gnawings of appetite and was quite pleasant to the taste. Thereafter it was an easy and certain thing to become habituated to its use. After the habit had been confirmed by long years of use its deleterious effects became noticeable and repeated efforts were made to "break off." I made repeated promises to myself to "quit." I told my girl a hundred times that I *would* quit this time sure.

But I didn't.

She did, though.

These renewals of promises continued twenty years and only when I came to look into the matter from a business point of view could I summon up enough energy to stop the use of tobacco. It is by the publication of the statistics that cured me that I hope to benefit others. I have made a bill of particulars that are correct. It is based upon the supposition that a man chews or smokes but ten cents worth of tobacco per day. Examine the table and see what it will cost a person who should even indulge

so moderately as ten cents worth per day, for forty years, with usual interest:

Year.		Year.	
1st.....	\$36.50	21st.....	\$243.02
2nd.....	40.15	22nd.....	257.32
3rd.....	44.65	23rd.....	293.85
4th.....	48.63	24th.....	323.23
5th.....	53.72	25th.....	355.55
6th.....	58.84	26th.....	381.11
7th.....	64.72	27th.....	419.23
8th.....	71.19	28th.....	461.15
9th.....	78.31	29th.....	507.27
10th.....	86.14	30th.....	557.99
11th.....	93.76	31st.....	613.79
12th.....	103.73	32nd.....	675.17
13th.....	113.45	33rd.....	732.69
14th.....	124.79	34th.....	815.95
15th.....	136.28	35th.....	897.55
16th.....	150.90	36th.....	987.30
17th.....	166.00	37th.....	1086.04
18th.....	182.50	38th.....	1194.67
19th.....	200.85	39th.....	1314.10
20th.....	222.92	40th.....	1444.50

Total.....\$15,524.58

The above array of figures proved a complete antidote for tobacco in my case—more powerful than resolutions—and I submit them for the consideration of my friends, the readers of the Commercial Times.

Yours, ANTIDOTE.

Always Black.

Writing of the last opera ball, a Paris correspondent says: "There were very, very few toilets; however, nearly all the ladies were in domino, that is, a black silk dress, a black mantilla, and a black velvet mask, nothing more. Of debardeuses, not one! The effect of the ball-room was somewhat marred by so much black; but it is astonishing how much, how very much black is worn in Paris. It is black for morning shopping, black for afternoon visiting, black for the drive, black for the promenade, black for dinner, black for the theatre, black for balls, and even black on the night boulevards, since *les filles de joie* now wear black, and only black. It is a little monotonous, and a little sad-looking, all this black; but it is the fashion *que voulez-vous?* and when a colored, or even a gray, costume is seen in the street every one turns round to gaze at it."

A LAND OF STOCK JOBBERS.

Experience of a New Yorker in the Golden State.

Life in San Francisco—Universal Stock Gambling—Fortunes Made and Lost—Little Ventures and Big Ventures.

[From The New York Sun.]

SAN FRANCISCO, March 1.—I see that the panic in mining stocks which has caused so much distress in this part of the country has attracted some attention in other states; but there is nothing wonderful about it. Such disturbances are to be expected frequently. With speculation in mining stocks conducted in such a way and to such an extent as it is done here, it cannot be otherwise.

Speculating in mining stock is half the soul of San Francisco; it is one of the most curious features of life in this community. Nowhere in the world will you find so large a number of persons, proportionally, who turn their surplus moneys, and sometimes moneys that are not surplus, and sometimes moneys that are not their own, into the stock market. It would be moderate to say that there is not one man in ten who has not invested some amount in this way at some time or other. Members of all the learned professions, mechanics of every description, merchants large and small—persons, in short, in every walk of life—are all on a level in this respect.

Much of this speculating is done in a very small way, quite unlike what you have in New York. A person cannot well go to Wall street with \$25 and become a stock gambler. Here that amount is fully enough to get ten or a dozen shares of very promising stock "carried" for you "on a margin." You are liable to be called on for a further deposit if the stock falls 25 per cent; but if it rises you can sell out whenever you please, and pocket the profits, minus the broker's commission.

WOMEN SPECULATORS.

It is the opportunity of speculating with such small amounts that drags so many into the whirlpool. Even women speculate through the medium of male friends, and I will not say but the Chinese laundrymen in a sly way try their luck through some discreet middleman. I fail to recall having encountered a single person within the past two weeks who has not some little stock on hand at this moment, either having purchased it outright,

or "on a margin." They all read the financial reports and stock quotations every morning with feverish anxiety. The newspapers publish the stock quotations in full, and consider them, as in fact, from a business point of view they are, of much importance. Nobody would buy a newspaper that did not contain these quotations. To neglect this would be ignoring one of the elements of life.

At noon, when business people go out to lunch, everybody who is not altogether too far removed from the "theatre of events" takes a trip to the Stock Exchange to see the latest sales and prices. The street is jammed with excited spectators, big and little; men who control millions scrape elbows with poor dogs who have invested the small savings of three months. Ladies never try to pass by the Stock Exchange, except early in the morning and late in the afternoon. During business hours the street is literally impassable to them.

Although I have only been here for a short time, I have plunged into the stream myself with a modest little purse. It is irresistible. My boot black tells me about stocks in the morning when he lays on my polish, and my barber removes the stubble to the tune of consolidated Virginia.

The experiences of some of my acquaintances have been very curious. One of them bought 300 shares of stock about six months ago. The par value was \$100 a share; market value, 75 cents. It was what is known as "wild-cat" stock, with the chances largely in favor of its being a mere humbug; but he knew of just such stock rising to \$10 or \$15 a share, and on the whole he thought there was a bigger chance of making large profits by investing in this way than in any other, and less risk. Unfortunately, soon after his purchase, his stock dropped "out of sight" "altogether, wasn't sold at all, wasn't quoted; and he has his shares now locked away in a trunk and is waiting for their resurrection. Another, even more unfortunate, bought a comparatively high-priced and seemingly respectable stock; but, instead of reaping dividends, as he fondly hoped to do, he had been repeatedly assessed upon his shares, and been compelled to pay the assessment under penalty of forfeiture. He never meets me without throwing out insinuations about conspirators, fraudulent directors, &c.; and he seems to be rapidly losing his reason.

WAITERS INTERESTED.

Last evening while at dinner at the hotel discussing my own chances with a friend,

an unknown voice from behind us and overhead chimed in. We were thoroughly startled, almost supposing it to be the spirit of a departed friend hovering above us and tendering us supernatural advice, (which, by the way, would be a handsome thing for a departed friend to do, and would make departed friends rather desirable). But it turns out it was only the waiter. He, too, had speculated. He, too, was interested in my stock, and his soul could not restrain its impatience on overhearing our conversation.

CALCULATING THE CHANCES.

It is interesting to observe the preciseness and certainty with which they all figure out the chances of success. Like Grandfather Trent in the "Old Curiosity Shop," they only want the opportunity to rush eagerly into the calculations.

It is not strange that there should be such an infatuation in these stock speculations. It is not only that universal trait of human nature that drags men to all experiments of chance; it is not alone the unsettled character of life in this community nor the large element of floating population, homeless, unburdened by cares of household or family; but there is the additional incentive of large fortunes suddenly acquired in this way, and known to have been so acquired to every man and every child in the city. At every street corner the old resident will stop you and say, "There, do you see that big building over there?—that belongs to So-and-so, who three years ago was a beggar. He scraped together a few dollars, bought such and such stock at one dollar a share, and stuck to it until a 'lead' was struck in the mine, and the stock went up to seven hundred dollars. And that hotel, there, do you see that? Well, that belongs to So-and-so. He got his money in the same way. You can see him around here any day—the seediest and shabbiest old fellow in the city. But he's rich as Croesus. Only he can't shake off his old habits."

Every once in a while there's a great ferment in the community. Some stock or other rushes up, no one knows why; the unwary plunge in; there's a crash, and somebody is hurt, as in this recent panic. But this speculation is injurious under the best of circumstances. Everybody's mind seems to be divided between his legitimate business and the stock market, and not unfrequently the larger part goes the latter way.

A NEW RAILROAD.

A Meeting at Neillsville to Discuss the Project of a Railroad Through Clark County.

[From The Clark Co. Republican of March 11th.]

On Tuesday evening of this week a large and enthusiastic meeting was held at the Court-house in Neillsville for the purpose of giving further and more definite consideration to the subject of building a railroad through Clark County, from Unity to Merrillan, by way of Neillsville. The court-room was filled, all seeming to be greatly interested in the matter. Speeches were made by Messrs. L. G. Merrill, of Merrillan, D. W. Spaulding of Black River Falls, M. B. Holoway, of La Crosse (very brief but to the point), Robert Ross, Geo. A. Austin, M. Mason, Geo. C. Farnham, W. T. Hendren, F. S. Kirkland, James Hewit and C. W. Grousbach, of Clark county. These gentlemen are all tax-payers, and some of them represent a large amount of lands in this county; and every one of them favored the construction of the proposed line of road.

Mr. Merrill, who has had considerable experience in the building of railroads, and who has taken great pains to post himself on lines of railways projected and in operation, gave it as his opinion (and he gave good reasons for the opinion) that this road would be the connecting link that would give at no distant day a through line from Canadian cities to San Francisco, traversing a section of country destined to be the most wealth-producing in the United States. It would reach the iron regions of Lake Superior, the Pacific slope; would pass through the coal-mines of Iowa and the dense forests of Wisconsin and other states, thus forming one of the greatest lines of railway in the world. This argument is of course somewhat speculative, but not at all chimerical, as Mr. M. himself terms it, for there is good reason for believing that the greater portion will soon be built—in fact some of it is already built. Considering the subject in its practical form, and the portion of it in which the people of this county are directly interested, Mr. Merrill gave some figures as to the probable cost of building this road. Taking the distance from Merrillan to Neillsville he estimated that \$45,000 would grade and tie the road. His figures were very liberal, and we think

it could be done for less money than that; but even at that it would be exceedingly cheap. As to the balance of the road he was not so well posted as to the grade, and could not estimate with certainty. It would undoubtedly cost more per mile from here to Unity, on account of the heavy timber. Mr. Merrill's estimate was on a broad-gauge road, a narrow-gauge road would be much cheaper, for the reason that much less grading is necessary. Mr. Merrill thought the people of this country would never be sorry if they voted bonds to grade this road; it would increase the value of their property fifty per cent. more than the outlay would be. In this view we think he is entirely correct.

Mr. Mason declared himself in favor of a railroad, but was strongly opposed to any kind of a tax to build it. He rehearsed the threadbare story that the tax would encumber the farmers' lands and render them less valuable. He advanced the communistic idea that the majority had no right to vote away the money of the minority; it would be agrarian. Allowing, for the sake of argument that this position is correct, we would remind Mr. M., and all who think as he does that *the minority would secure equal benefits with the majority*, while their burden of taxation would be much less in the aggregate. This is a fact that all opponents of public enterprises seem to entirely overlook. Mr. Mason took strong ground in another respect: that railroads do not develop a country, but that the natural development of a country necessitates the building of railroads. In some instances this is true, but usually the reverse is the case.

Another idea advanced by Mr. Mason was that we need a railroad; that we need fifty thousand cows in the county, and several cheese-factories. All very true; but with a railroad the timber taken from the land is convertible into a marketable product; now it must be burned to get it out of the way. With the road, every farmer could get enough for the timber he cuts to more than pay for the clearing. Now we have no means of transporting that timber, and it is worthless to the owner—an incumbrance on the ground much heavier than the imagined incumbrance of taxation for the road to make it worth something. That fifty thousand more cows, with numerous cheese-factories, would be a good thing we do not doubt;

but with our present facilities for transporting the products the county would be about as much benefitted by the importation of fifty thousand bulls. Mr. Mason is of that class of men who make a great ado about a little expense and never think of the vast benefits arising from the outlay; at least he looks at this matter in that light, judging from his speech. He seems terribly alarmed lest somebody will *make something* out of it. While a railroad company may make a *good deal* of money, every man who owns property will *make a little*, which is better than making nothing.

The other speakers make excellent arguments in favor of a road, but it is useless to give a synopsis of them at this time. It is sufficient to say that not one of them opposed the road, but were all ready and willing to put their shoulder to the wheel and help it along. Every man in the county should investigate this subject in all its bearings before making up his mind to sanction or condemn the project. If, after thorough investigation, he thinks the railroad would be a benefit, he should put forth every effort to have it built; if he should make up his mind that it would not be a benefit, he should oppose it with all the vigor he possesses. Take liberal views on both sides and draw your conclusions from facts rather than fancies.

We do not propose to offer any advice on the subject; we merely give our opinion that the road is needed by the people of this county, and that they should do all in their power to have it built. When it comes to the proposition of voting a tax to aid in building a road, all we have to say is that every man should vote on the question just as he would on any other question—*for the best interests of the whole people.*

Mr. M. Mason offered the following resolution, which was almost unanimously voted down:

Resolved, That it is not for the interest of this country to vote any railroad aid.

But very few voted for the resolution, which proved conclusively that the meeting was in favor of a railroad, and were even willing to be taxed to pay for it if necessary.

After listening to the speeches for full two hours, during which time there was a good deal of sharp shooting on the part of the speakers, it was moved that the meeting adjourn to Tuesday evening, March 23d, at which time it is proposed to form a company and proceed to business. Let there be a general attendance at that time. Talk

the matter up, and come to the meeting and tell your neighbors what you know about it.

Consumption of Sugar.

Sugar, now almost one of the necessities of life, was nearly unknown to Europe before the crusaders. At present, England consumes as much sugar as all the rest of Europe together—more than one pound per week for every man, woman and child in the United Kingdom. In 1870, the refined cane-sugar molasses and syrup manufactured in the United States was: Sugar, 754,000,000 pounds; molasses, 839,000,000 gallons; and syrup, 18,000,000 gallons.

Trotting in the East.

The coming season will unquestionably be the finest horse season we have ever had. There are more one, two, three and four year olds of good quality ready for the spring races than our turf has ever known, and there is also a promise that there will be a greatly revived interest in betting. Budd Doble is about to bring his famous trotter Occident from California to the East. Occident is very highly thought of in California, but it remains to be seen how much reputation he will have left after a season here.—*N. Y. Graphic.*

Mr. Snagsby takes a hopeful view of the Brooklyn unpleasantness. Hear him talk. "Before these horrid slanders leaked out I was neglectful of our minister, and would, when I *knew* he was making a pious *pastoral* call, show my contempt for him by going down into the field and hoeing corn all the afternoon, knowing that that godly man was longing to see me: now my heart is changed, and whenever the shepherd wends his way to my hearth and home dropping my hoe, or ax, or other implement of worldly labor., I thither wend my way, rapidly, and as nearly as possible on a "bee line." I meet him with a christian welcome, I never leave him, I drink in his pious ejaculations with an appetite I never felt before, Mrs. Snagsby is astonished at my growing love for pious conversation. I don't leave him long enough to draw a "pail of water."

LUMBER MARKET.

Milwaukee, Wisconsin.

MILWAUKEE, Mar. 15, 1875.

Common boards.....	12	60@
Joist and Scantling, 12 by 16 ft.....	12	00@
do do 18 ft.....	13	00@
do do 20 ft.....	14	00@
do do 22 to 24 ft.....	15	00@ 17 00
Fencing.....	12	00@
1st and 2d clear dressed siding.....	25	00@
1st com. do do.....	20	00@
2d com. do do.....	16	00@
1st com. flooring.....	35	00@
2d do do.....	23	00@
3d do do.....	23	00@
1st and 2d clear boards.....	45	00@
3d do do.....	35	00@
Narrow select finishing boards.....	25	00@
Wide select com.....	20	00@ 48 00
1st and 2d clear 1½, 1½ and 2 inch.....	45	00@
3d clear do.....	35	00@
Wagon Box Boards.....	80	00@ 35 00
A stock do.....	35	00@
B do do.....	25	00@
C do do.....	12	00@
Square pickets.....	13	00@
Flat pickets.....	12	00@
Lath ¾ M pieces.....	2	50@ 2 75
A shingles, ¾ M.....	3	25@
No. 1 do do.....	1	50@ 2 25
Timber, 18 to 22 ft.....	15	00@ 18 00
Timber, 24 ft and over.....	18	00@ 35 00

Chicago, Ill.

YARD PRICES.

First clear.....	\$53	00@55 00
Second clear.....	48	00@50 00
Third clear, 1 in.....	37	00@40 00
Clear flooring, 1st and 2d together, rough.....	38	00@40 00
Clear siding, 1st and 2d together.....	22	00@23 00
Common siding.....	18	00@20 00
Flooring, first common, dressed.....	33	00@35 00
Flooring, second common, dressed.....	28	00@30 00
Wagon-box boards, 16 in. and upward, select.....	35	00@40 00
Select, 1-in.....	26	00@30 00
Select, thick.....	32	00@35 00
Stock boards, A.....	32	00@35 00
Stock boards, B.....	28	00@30 00
Common boards.....	11	00@12 00
Joist, scantling, small timber, etc 16 feet and under.....	11	00@12 00
Fencing.....	12	00@13 00
Joist and scantling, 18 to 24 ft.....	14	00@20 00
Pickets, square.....	11	00@
Pickets, flat.....	12	00@13 00
Cedar posts, split.....	15	00@18 00
Cedar posts, 5 inch.....	20	00@
“ 6 inch.....	25	00@
“ 7 inch.....	30	00@
“ 8 inch.....	35	00@
Lath.....	2	00@ 2 25
Shingles—Sawed No. 1.....	1	50@ 2 00
“ “A”.....	3	00@ 3 25

Shingles on track are steady at \$2.75@3.00 for A star, and \$1.50@2.00 for No. 1 sawed.

WHITE WOOD.

Box boards.....	40	Clear.....35@ 45
Common.....	25	Culls.....10 11

HARDWOOD.

OAK.			ASH.		
Plank, common.....	@	25	Board and planks.....	30@	40
Plank, clear.....	43		Wagon poles, each.....	55	60c
Boister.....	45		Flooring, 6-in dr'd and matched.....		40
BLACK WALNUT.					
Culls.....	25@	35	Flooring, 3 and 4 inch dr'd and		
Common.....	50	55	First and 2ds.....		50
First and 2ds.....	60	75	Clear.....		65
Clear.....	75	85	CHERRY.		
Counter tops, (selected).....	100	150	Culls.....	20	25
Flooring, 6-in dr'd and matched.....	80		Common.....		40
Flooring, 3 and 4 inch dr'd and matched.....	65		First and 2ds.....		50
MAPLE.			Clear.....		65
Plank.....	30	40	HICKORY.		
Flooring, 8-in dr'd and matched.....	40		Plank (selected).....		50
Flooring, 3 and 4 inch dr'd and matched.....	45		Axles, per pair.....	1	50

Oswego, New York.

From the Oswego Weekly Palladium.

MICHIGAN PINE.

Three uppers.....	\$43@	45
Box.....	16@	18
Clapboard strips, 1st quality.....	48	52
“ 2d “.....	21	22

CANADA PINE.

Three uppers.....	\$40@	42
Pickings.....	28	32
Common.....	18	20
Inch siding, mill run.....	24	30
“ “ selected.....	32	38
“ “ box.....	12	15
1½ inch siding, mill run.....	24	30
1½ “ “ selected.....	35	38
1½ “ “ box.....	15	17
1½ “ “ mill run.....	28	32
1½ “ “ selected.....	37	40
1½ “ “ box.....	14	15
2 “ “ mill run.....	28	30
2 “ “ selected.....	37	40
2 “ “ box.....	14	16
1x10 stocks, 13 ft, culled.....	20	26
1x10 stocks, 13 ft, culled.....	14	16
1x10 stocks, 16 ft, culled.....	23	26
1x10 stocks, 16 ft, culled.....	21	28
1x12 stocks, 13 ft, culled.....	14	16
1x12 stocks, 13 ft, culled.....	24	30
1x12 stocks, 16 ft, culled.....	18	15
1x12 stocks, 16 ft, culled.....	15	17
1x14 stocks, culled.....	23	28
1x16 stocks, culled.....	23	28
1x10 plank, culled.....	22	27
1x10 plank, culled.....	13	15
1 inch strips, culled.....	22	30
1x1 inch strips, culled.....	22	30
1x1½ inch strips, culled.....	10	12
Ash, Canada finishing, 1st quality.....	25	35
“ “ common.....	18	20
Black ash.....	18	20
Black walnut.....	85	105
Hemlock.....	12	10
Shingles, pine, 1st quality, 16 inch.....	4	25
“ “ 2d “ 16 inch.....	3	55
“ “ 2d “ 18 inch.....	3	50
“ “ 2d “ 18 inch.....	3	25
“ “ 2d “ 18 inch.....	4	30
“ “ 2d “ 18 inch.....	2	25
“ “ 2d “ 18 inch.....	2	50
“ “ 2d “ 18 inch.....	3	24
Hemlock, 1st “ 18 inch.....	4	50
Spruce, 1st “ 18 inch.....	4	50
Mich. pine shingles, best quality 18 inch.....	14	15
Pickets, pine, 1st quality, flat.....	10	11
“ “ 2d “.....	12	13
“ “ 1st “ square.....	1	80
Lath.....	2	00

St. Louis, Mo.

WHITE PINE.

1 inch 2d clear.....	\$50	@52 50
1 inch 3d clear, 7 to 8 inches.....	35	@40 00
1 inch select (Star).....	40	@
1 inch narrow extra common.....	22	50@
1½, 1½ and 2 inch 2d clear.....	52	50@55 00
1 " " select (Star).....	40	00@45 00
Ac clear stock boards, 12 inch.....	40	
B " " ".....	27	50@30 00
C " " ".....	18	00@20 00
A box boards.....	40	00@42 50
B " " ".....	36	00@32 50
1st clear flooring dressed (count).....	50	00@
1st common " ".....	36	00@37 50
2d common " ".....	26	00@30 00
Sci. fencing flooring ".....	19	00@22 50
1st and 2d clear siding.....	24	00@
1st common " ".....	21	00@23 00
2d " " ".....	16	00@
Select fencing.....	12	50@
¾ inch common ceiling dressed, count double bead.....	25	00@
¾ inch 1st common ceiling dressed count double bead.....	30	00@
¾ inch 1st common ceiling dressed, count, double bead.....	35	00@
Common boards, 12, 14, 16 and 18 ft.....	14	00@18 00
" " " " 10 and 20 ft.....	15	00@20 00
Cull boards (sheathing).....	11	00@15 00
Grub plank, 14, 16, 18 or 20 feet.....	10	00@12 50
Grub joists, 2x6 and 2x8 16 feet.....	11	00@12 50
6 inch fencing, 16 feet.....	14	00@18 00
6 " " 12, 14 and 18 ft.....	14	00@18 00
6 " " 10 and 20 ft.....	14	00@
Narrow " 16 ft.....	14	00@
Cull " 12 and 14 ft.....	11	00@
Cull " 12 and 14 ft.....	11	00@
Joists 12, 14 and 16 ft.....	14	00@18 00
" " 18 and 20 ft.....	16	00@20 00
" " 23 and 24 ".....	19	00@24 00
x4 scantling, 12 ft.....	14	00@18 00
" " 14 and 16 ft.....	14	00@17 00
" " 18 ft.....	14	00@
" " 20 ft.....	16	00@
Yard timber 12 to 16 ft, 4x6 to 8x8.....	14	00@
" " 18 and 20 ft.....	16	00@
Flat pickets, rough.....	17	50@
Flat clear pickets, dressed and headed No. 9.....	35	00@
1½ inch square pickets, rough.....	15	00@
" " " " dressed and headed.....	35	00@
O. G. clear battens, 2½ inches wide.....	11	00@
" " " " 2½ " ".....	9	50@
" " " " 1½ " ".....	9	00@
O. G. 2d quality battens 2½ in wide.....	9	00@

YELLOW PINE.

1st and 2d clear flooring 5 in (count).....	35	00@37 50
1st and 2d clear flooring mixed widths, (tape).....	37	50@
1st and 2d clear flooring, narrow, one width (tape).....	38	00@40 00
Com flooring, mixed widths (tape).....	25	00@
" " " " 6 in (count).....	27	00@
1st and 2 clear boards 10 in and over.....	40	00@
" " " " 1½ in.....	45	00@
1½ in 1st and clear flooring (tape).....	37	50@
1½ inch common flooring (tape).....	27	00@
Common boards, rough.....	17	50@
Common fencing.....	17	50@

POPLAR.

1st and 2d clear siding (not dry).....	18	00@
6-16 in ceiling (count) dres'd, plain.....	20	00@
1st and 2d clear 1 in.....	40	00@
" " " " 1½, 1½ and 2 in.....	40	00@
Common flooring dressed, (count).....	27	50@
Fencing.....	15	00@

SHINGLES AND LATH.

A sawed shingles.....	4	00@
Star No. 1 (clear wrapper).....	4	75@
Star No 1.....	2	50@
City lath.....	3	25@3 50

HARD WOOD—DRY—Levee Rates.

Walnut, choice.....	¢ M 45	00@50 00
Walnut common.....	30	00@40 00
Walnut, inferior.....	20	00@30 00
Ash.....	25	00@30 00
Oak.....	16	00@28 00
Hickory.....	20	00@35 00
Poplar 2d clear.....	21	50@22 50
Poplar 3d rate.....	13	00@14 00
Cedar, sawed.....	32	50@35 00
Cedar, hewn.....	26	00@28 00
Cedar posts.....	30	@

Yard rates are for dry, and are from \$7 to \$10 higher. Charges for dressing rough lumber—one side \$2; two sides \$3.

Albany, New York.

The present current quotations of the yards are:

Pine, clear $\frac{1}{2}$ m.....	\$51	00@53 00
Pine, fourths $\frac{1}{2}$ m.....	46	00@48 00
Pine, selects $\frac{1}{2}$ m.....	41	00@43 00
Pine, good box $\frac{1}{2}$ m.....	23	00@25 00
Pine, common $\frac{1}{2}$ m.....	14	00@18 00
Pine, clap board strips.....	45	00@46 00
Pine, 10 inch plank, each.....	33	@ 43
Pine, 10 inch plank, culls, each.....	21	@ 23
Pine, 10 inch boards, each.....	26	@ 31
Pine, 10 inch board, culls, each.....	16	@ 18
Pine, 10 inch boards, 16 ft, $\frac{1}{2}$ m.....	25	00@27 00
Pine, 12 inch boards, 16 ft, $\frac{1}{2}$ m.....	26	00@29 00
Pine, 12 inch boards, 13 ft, $\frac{1}{2}$ m.....	25	00@28 00
Pine 1½ inch siding, select, $\frac{1}{2}$ m.....	33	00@42 00
Pine, 1½ inch siding, common, $\frac{1}{2}$ m.....	16	00@18 00
Pine, 1 inch siding, selected, $\frac{1}{2}$ m.....	34	00@40 00
Pine, 1 inch siding, common, $\frac{1}{2}$ m.....	14	00@17 00
Spruce boards, each.....	14	@ 15
Spruce plank, 1½ inch, each.....	16	@ 17
Hemlock plank, 2 inch, each.....	75	00@85 00
Black Walnut, good, $\frac{1}{2}$ m.....	75	00@78 00
Black Walnut, ¾ inch, $\frac{1}{2}$ m.....	75	00@80 00
Sycamore, 1 inch $\frac{1}{2}$ m.....	35	@ 30
Sycamore, ¾ inch $\frac{1}{2}$ m.....	65	00@68 00
White wood, chair plank, $\frac{1}{2}$ m.....	33	00@45 00
White wood, 1 inch, and thick, $\frac{1}{2}$ m.....	35	00@40 00
White wood, ¾ inch, $\frac{1}{2}$ m.....	33	00@43 00
Ash, good, $\frac{1}{2}$ m.....	33	00@30 00
Ash, second quality, $\frac{1}{2}$ m.....	25	00@20 00
Oak, good, $\frac{1}{2}$ m.....	35	00@45 00
Oak, second quality, $\frac{1}{2}$ m.....	35	00@45 00
Cherry, good, $\frac{1}{2}$ m.....	50	00@50 00
Cherry, common, $\frac{1}{2}$ m.....	50	00@50 00
Birch, $\frac{1}{2}$ m.....	25	00@25 00
Beech, $\frac{1}{2}$ m.....	25	00@25 00
Basswood, $\frac{1}{2}$ m.....	25	00@25 00
Hickory, $\frac{1}{2}$ m.....	40	00@45 00
Maple, $\frac{1}{2}$ m.....	22	00@30 00
Chestnut, $\frac{1}{2}$ m.....	40	00@45 00
Shingles, shaved pine, $\frac{1}{2}$ m.....	6	50@ 7 00
Shingles, do, 2d quality, $\frac{1}{2}$ m.....	5	00@ 5 50
Shingles, extra sawed pine, $\frac{1}{2}$ m.....	5	00@ 5 25
Shingles, clear sawed pine, $\frac{1}{2}$ m.....	3	50@ 4 00
Shingles, sawed 3d quality, $\frac{1}{2}$ m.....	2	50@ 2 75
Shingles, cedar, $\frac{1}{2}$ m.....	3	00@ 5 00
Shingles, hemlock, $\frac{1}{2}$ m.....	@	3 00
Lath, hemlock, $\frac{1}{2}$ m.....	@	1 75
Lath, spruce, $\frac{1}{2}$ m.....	@	2 00
Lath, pine, $\frac{1}{2}$ m.....	@	2 25

IMPORTANT TO MILL OWNERS AND MACHINISTS.

Vulcanized Friction Board

We desire to call attention to our celebrated **VULCANIZED FRICTION BOARD**, as a substitute for Leather and Rubber, in Packing, and for Friction Pulleys. It is only a comparatively short time since this article was introduced, but its use is already rapidly superseding that of Leather and Rubber, on account of both its greater cheapness and greater durability, costing less than one-third the price of Leather and one-sixth that of Rubber, and wearing more than double the time. It is absolutely the **ONLY** article to make a good friction against iron, as it will not slip like leather or wood. It is put up in 50 lb. bundles, in the following **SPECIAL** sizes:

33x44 inches, 5, 6, 8 and 10 sheets to bundle.
19x29 " 20, 25, 30 and 35 sheets to bundle.
22x26 " 15, 20, 25, 30 and 35 sheets to bundle.

Nos. 5 and 6 are about $\frac{1}{4}$ of an inch thick, and are those most used, and will usually be found the most available for all purposes. For mill men and machinists, for pulleys and packing, and to foundries for raising patterns, this article is almost indispensable, and in all our experience we have never found parties, who having used it, would return again to the use of wood, rubber or leather.

The following parties have used it largely, and will doubtless recommend it to all who may inquire regarding it:

FILER, STOWELL & CO.,
Founders and Machinists, Milwaukee.

W. H. HINER & CO.,
Founders and Machinists, Fond du Lac.

C. J. L. MEYERS,
Manufacturer of Lumber, Sash, Doors, etc., Fond du Lac.

C. C. PAIGE,
Eagle Iron Works, Oshkosh.

UNION LUMBERING CO.,
Lumbermen, Crippewa Falls.

EAU CLAIRE LUMBER CO.,
Lumbermen, Eau Claire.

HAMILTON, MERRYMAN & CO.,
Lumbermen, Marinette.

This is the only Board manufactured expressly for this purpose, and will be found the only one that will give perfect satisfaction.

FOR SALE BY

C. H. HAMILTON & CO.,

382 and 384 Broadway, Milwaukee.

1874 Season Arrangement. 1874 Green Bay & Minnesota RAILROAD.

\$3.00 IN FARE **SAVED**

BY TAKING THE

DETROIT & MILWAUKEE
RAILROAD LINE.

The Cheapest and 100 Miles the Shortest Route o

Grand Rapid, Saginaw,
Detroit, Cleveland,
Suspension Bridge, Buffalo.

NEW YORK, BOSTON

And All Points in the East.

On and after Monday, April 6th, 1874, the Steamers of thisline will leave MILWAUKEE from their dock, 68 West Water Street, daily at 9 P. M. (Saturday excepted) making direct connections at GRAND HAVEN the following morning with Trains for

DETROIT AND ALL POINTS EAST.

PULLMAN'S PALACE SLEEPING CAR ON NIGHT TRAINS
PARLOR CARS ON DAY TRAINS.

Fare \$3.00 Less than any other Route.

Through Tickets for sale at all principal Ticket offices in the Northwest. Also at Company's Office 335 Broadway, Milwaukee, and on board steamers.

HARRY BRADFORD,
Ticket Agent, Milwaukee.

W. W. WILSON,
Western Pass- Agent, Milwaukee.

S. LINDLEY,
GREEN BAY, WIS.

SAW REPAIRER AND FURNISHER.

All kinds of Saws Gummed and Straightened, and made as good as new. When sending Circulars, it is necessary to mark the log side of the saw, or send instructions in regard to it. All orders promptly attended to. Agent for Henry Disston & Co.'s celebrated Saws. A full stock of Saws constantly on hand.

HOWARD FOUNDRY AND MACHINE WORKS
TAYLOR & DUNCAN,

Manufacturers of Steam Engines.

Blowing Engines, Mill and last Furnace Machinery, iron and Brass Castings, &c.

FORT HOWARD, WISCONSIN.

TIME TABLE IN EFFECT JAN. 3, 1875.

STATIONS.		TRAIS GOING WEST.	
		Accom.	Pass.
Green Bay.....	8 40	a.m. dp.	9 40 a.m. dp.
Seymour.....	11 05		10 30
New London.....	2 00	p.m.	11 35
Amherst.....	5 40		1 20 p.m.
Plover.....	6 50		1 50
Grand Rapids {	8 15	p.m. ar.	2 30
	7 00	a.m. dp.	
Black River.....	12 05	p.m.	4 45
Merrillan.....	1 00		5 25
Whitehall.....	4 10		6 48
Arcadia.....	5 35		7 27
Winona.....	7 50	p.m. ar.	8 40 p.m. ar.
STATIONS.		TRAIS GOING EAST.	
		Pass.	Accom.
Green Bay.....	6 40	p.m. ar.	7 25 p.m. ar.
Seymour.....	5 50		5 05
New London.....	4 50		2 00 p.m.
Amherst.....	3 30		10 40
Plover.....	3 00		9 30
Grand Rapids.....	2 25		8 00 } a.m. dp.
			7 30 } p.m. ar.
Black River.....	12 05	p.m.	2 40
Merrillan.....	11 44		1 50 p.m.
Whitehall.....	9 58		10 40
Arcadia.....	9 15		9 15
Winona.....	8 00	a.m. dp.	6 40 a.m. dp.

Trains are run daily, Sundays excepted. Trains run on Chicago time.

CONNECTIONS:

At Green Bay with C. & N. W. R'y for Appleton, Neenah, Oshkosh, Fond du Lac, Milwaukee and Chicago, and with Wisconsin Central R. R. for Milwaukee.

At Amherst with W. C. R. R. for Waupaca and Weyauwega.

At Plover with Stages for Stevens' Point.

At Grand Rapids with W. V. R. R. for Tomah and Wausau.

At Black River with Omnibus Line for Neillsville.

At Merrillan with W. W. R. R. for Eau Claire, Hudson and Stillwater.

At Winona with C. M. & St. P. R'y for St. Paul, Minneapolis and La Crosse, and with W. & St. P. R. R. for points west.

Through Tickets from all Stations to Milwaukee and Chicago, via Green Bay at same rates as via Amherst.

D. M. KELLY,

Gen'l Manager.

S. B. KENDRICK,

R. W. NATHAN,

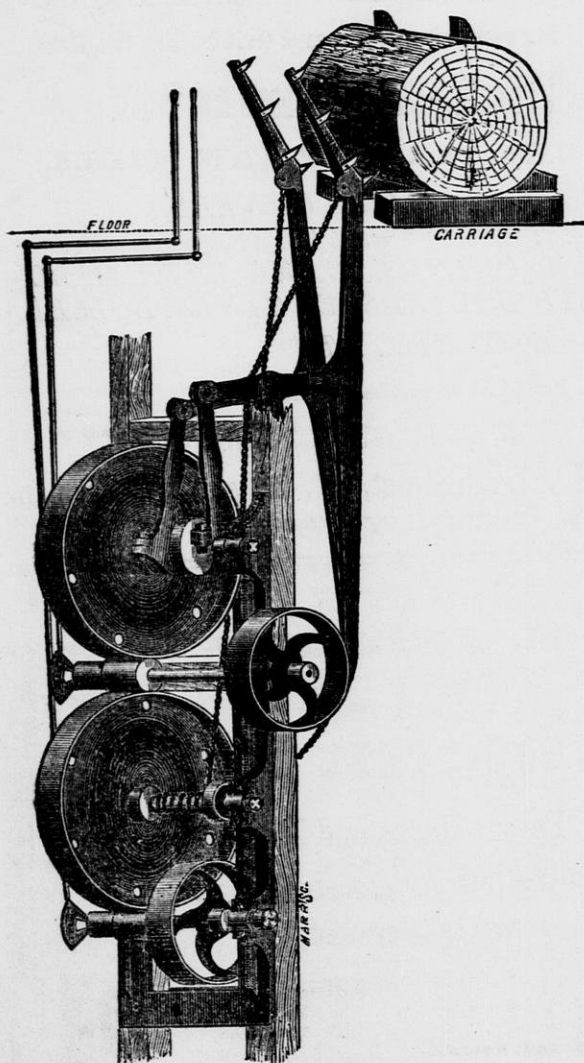
Superintendent. Gen'l Pass. and Ticket Ag't

FILES.

Among the many kinds in use, none excel and few equal in quality, those of the old and well known "WHEELER, MADDEN & CLEMSON" brand. They may be had from dealers almost everywhere, or in quantities direct from the manufacturers, WHEELER, CLEMSON & CO. Send for price list. Middletown, N. Y. 567slmofebjuly31

GILBERT'S Patent Log Turner.

THE QUICKEST AND MOST ECONOMICAL LOG TURNER YET BROUGHT
TO THE NOTICE OF THE PUBLIC.



The Sawyer by the movement of one lever causes the log levers to raise up against the log upon the log way and roll it upon the carriage and keep it rolling as long as may be desired. It can

**Be Stopped at
Any Point.**

and will hold the log or cant firmly against the knees while it is being dogged or examined by the Sawyer. By the movement of another lever he causes the log levers to fall back from the log through the floor out of the way.


**Manufactured by EDWARD P. ALLIS & CO.,
Reliance Works, Milwaukee, Wis.**

PRESQUE ISLE IRON WORKS

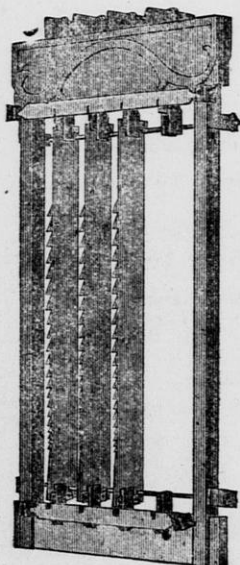
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MANUFACTURERS OF E. H. STEARNS' PATENT IMPROVED

Circular Saw Mills,**PATENT ROSSERS** for removing Bark and Grit before the Saw,**Off-Setting, Anti-Vibrating Carriage Wheels and Track,****HEAD BLOCKS, etc., FOR SAW MILLS,****MULAY MILLS,****LOG TURNERS,****GANG EDGERS,****JACKERS,****SWAGING MACHINES, GANG LATH MILLS,****GANG LATH BOLTERS, ENGINES, BOILERS****ETC., ETC., ETC** Send for Circulars, Price List or any desired information.

We have recently bought the entire stock and patterns of the Vulcan Iron Works of Buffalo, and are now prepared to execute orders for Engines and Boilers.

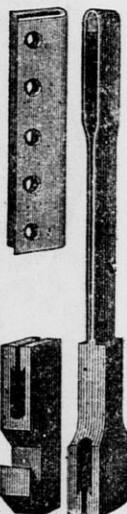
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ERIE, PENNSYLVANIA.**

If not called for in 10 days.

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MANUFACTURER OF
EXTRA
CAST-STEEL SAWS
AND
Patent Hooks and Stirrups,
FOR
STRAINING GANG SAWS,
WILLIAMSPORT, PA.

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WRIGHT & WETHERELL, . . .	Saginaw, Mich.
CAPT. E. B. WARD,	Ludington, Mich.
LaCROSSE L. CO.,	LaCrosse, Wis.
D. SHAW & CO.,	Eau Clair, Wis.
HUNTINGDON & FRANCHOT, . .	St Alban's, W. Va.



500,000 ACRES OF PINE AND FARMING LANDS FOR SALE!

The lands of the Jackson, Lansing & Saginaw Railroad Company are now in market.

They are situated along its railroad, and contain tracts of the best Pine on the Tittabawassee, Ede, Muskegon, Manistee, Au Sable, and Cheboygan Rivers. The grant having been made before any considerable quantity of pine land had been located in the northern part of the state, it now includes some of the finest and choicest

WHITE PINE TIMBER, AND BEST NORWAY PINE.

THE FARMING LANDS include many thousand acres of first-rate

BEECH AND MAPLE LANDS.

No better can be found, and they are well watered, and located where they will have the best railroad facilities. No section of the country offers greater inducements to the settler than the above lands.

Terms For Sale.

One-fourth down, and the remainder in three equal annual installments, with interest annually at 7 per cent. Farming lands will be sold on longer time if desired. For list of lands, further information, or purchase, apply to the undersigned at Lansing Mich.

O. M. BARNES,
Land Commissioner.

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Saw Mill For Sale.

A valuable Saw Mill Property in Southern Michigan, consisting of Circular Saw, Patent Edger, Cut-off and Small Machinery. Engine and Boiler complete, and in good condition. Capable of

Cutting 25,000 Feet Per Day.

Situated on the line of F. & P. M. R. R. also on Muskegon River with convenient Mill Yard and Boom. WILL BE SOLD CHEAP! Terms easy to a responsible party.

For particulars, address

S. F. BAGG, Utica, N. Y.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

THE ONLY THROUGH LINE

BETWEEN

MINNEAPOLIS,
ST. PAUL,
MILWAUKEE,
And CHICAGO.

AND THE ONLY RAILWAY LINE

Traversing the Valley of the Upper
Mississippi River,

AND

ALONG the SHORE of LAKE PEPIN

This Route passes through more Summer
Resorts and Business Centers than
any other Northwestern line.

THROUGH PALACE COACHES

AND

SLEEPING CARS

On all Through Trains, without change.

Connecting in Minneapolis and St. Paul with the several lines centering at those points. St. Paul Depot, corner of Jackson and Levee. City Office, corner Third and Jackson Streets.

Connecting in Chicago with all routes for the East, South and Southwest. Chicago Depot, corner Canal and West Madison Streets. City Office, 61 and 63 Clark Street.

Connecting in Milwaukee with Western Union and Wisconsin Central and other Divisions. Also other Divisions of this Road.

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Gen'l Pass. and Ticket Agent.

KEENER B. ORRICK,

COMMISSION DEALER IN

Wisconsin River White Pine, Baswood,
Ash, Maple, Elm, Butternut & Oak

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Logs, Shingles, Lath, Pickets, and White
Cedar Posts.

STEVENS POINT, - - - - WIS.

A specialty of Bridge timbers and securing bills to order. Let ers of inquiry promptly answered. Office Walker's Block. P. O. Box 153. 331s2y1

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CLINTON IRON WORKS,

FRANK C. NOYES, PROP.. CLINTON, IOWA.

MANUFACTURER OF THE NOYES DOUBLE AND SINGLE

CIRCULAR SAW MILL

With Head Blocks having Steel Rack and Pinions and Double Ratchet Wheels,
which set to $\frac{1}{4}$ of an inch.THE NICHOLS FOUR ROLLER GANG EDGER,
GANG SAW MILLS

With STEEL SASH and POWER BINDERS.

Engines and General Mill Machinery,

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Setting up are sent with each Machine.

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Business College
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This Institution offers superior facilities for preparing young and middle aged men and women for the counting-room and business pursuits. For circulars or information, address Robert H. Spencer.

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In EUROPE, ASIA AND AMERICA.

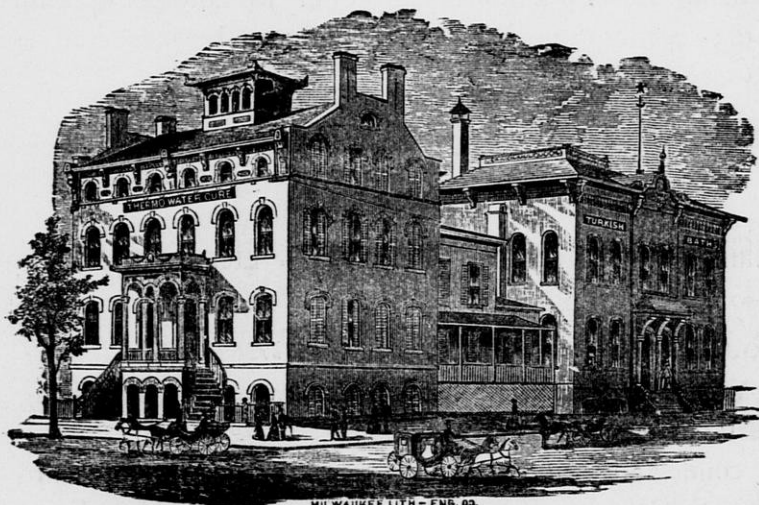
Advice and information GRATIS, (*but not postage.*)

Correspondence solicited and promptly answered in all matters appertaining to Patents.

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Comprising all the appliances of a first-class Water Cure, with the Electro-Thermal and Turkish Bath with Swedish Movements, Health Lift, &c. The only Turkish and Electro-Thermal Bath in the City.

BOARD AND TREATMENT AT THE CURE.

S. P. HANSON, M. D. } PROPRIETORS.
GEORGE J. ROGERS }

Send for Pamphlet

stitution has, within the last six years, treated with wonderful success, over five thousand patients representing nearly all classes of diseases, Chronic and Acute. A large portion of them of long standing, in which other means had failed, such as Rheumatism, Gout, Dyspepsia, Scrofula, Local and General Dropsy, t. Vitus' Dance, Asthma, Bronchitis, Chlorosis, and all Female Weakness, Contracted Limbs, Constitutional Syphilis, Bright's Disease of the Kidneys, and Diabetes Diseases of the Lungs and Air Passages, the Liver, the Womb, the Heart the Head and also the Skin.

FOR SALE

—AT—

Wausau, Marathon Co., Wis.,

A FIRST CLASS

LUMBERING ESTABLISHMENT

KNOWN AS CLARKE'S MILL.

The Mill Property is situated at Wausau and is new, and has a capacity of manufacturing Eight Million feet of Lumber, Four Million feet of Shingles and Four Million feet of Lath during the Summer Sawing Season, and can be increased to double that amount.

In connection with the same there is all

NECESSARY BUILDINGS,

SUCH AS

Dwellings, Shops, Barns, Offices, Etc., Etc., Complete.

Also about

8,000 Acres of the Best Pine Land,

On the Wisconsin River, all lying within two miles of driving water, estimated at Forty-Five Million.

In connection with this mill, there is owned, one-third interest in the Wausau Boom, which is capable of holding Forty Million. The mill is on a first-class, never failing water-power, running under twelve-foot head.

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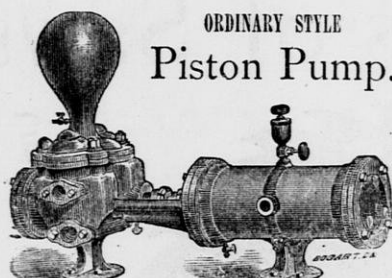
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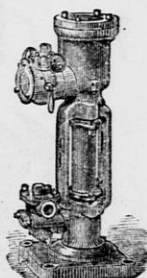
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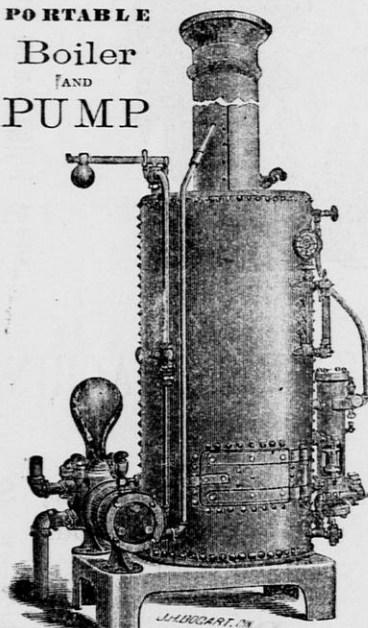


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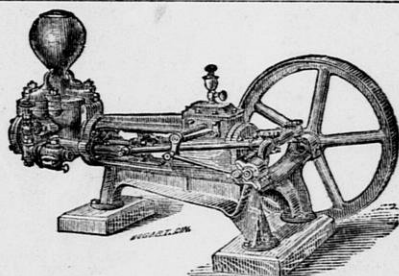
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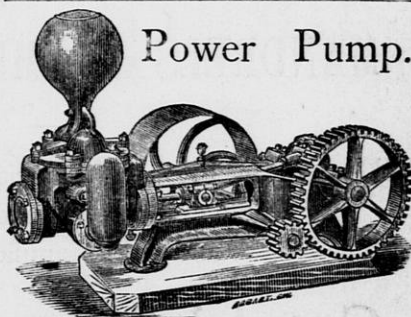


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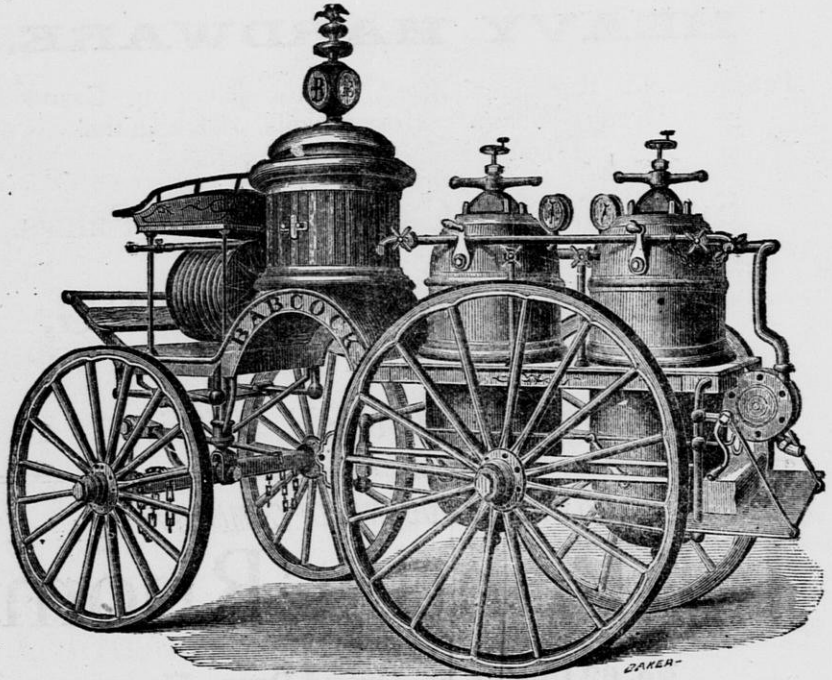
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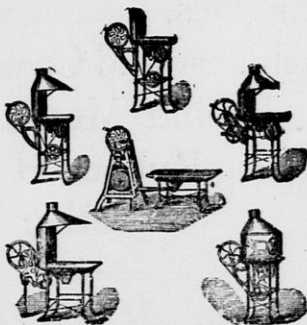
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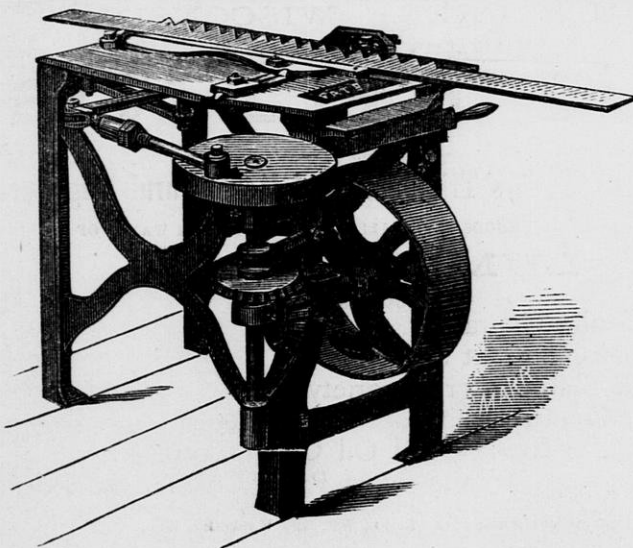


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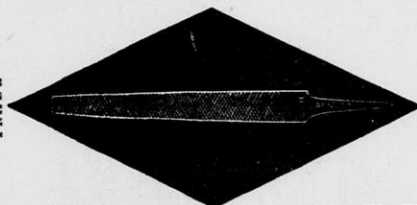
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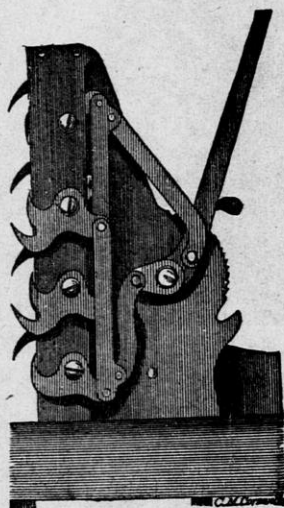
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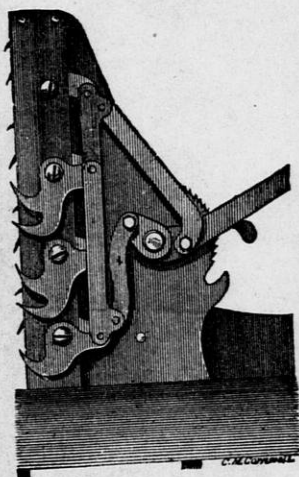
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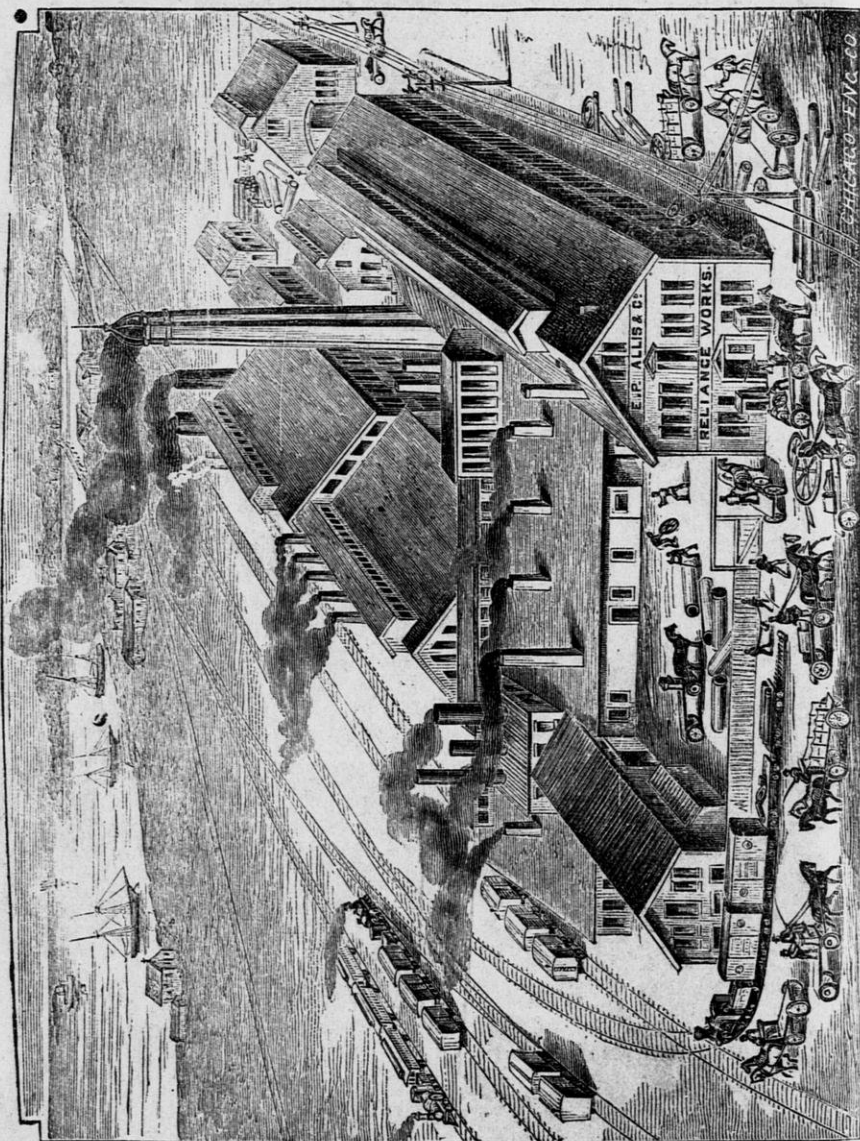
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