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VOL. 1.

NO. 1.

THE WISCONSIN

Lumberman

DEVOTED TO

The Lumbering Interests Of The State.

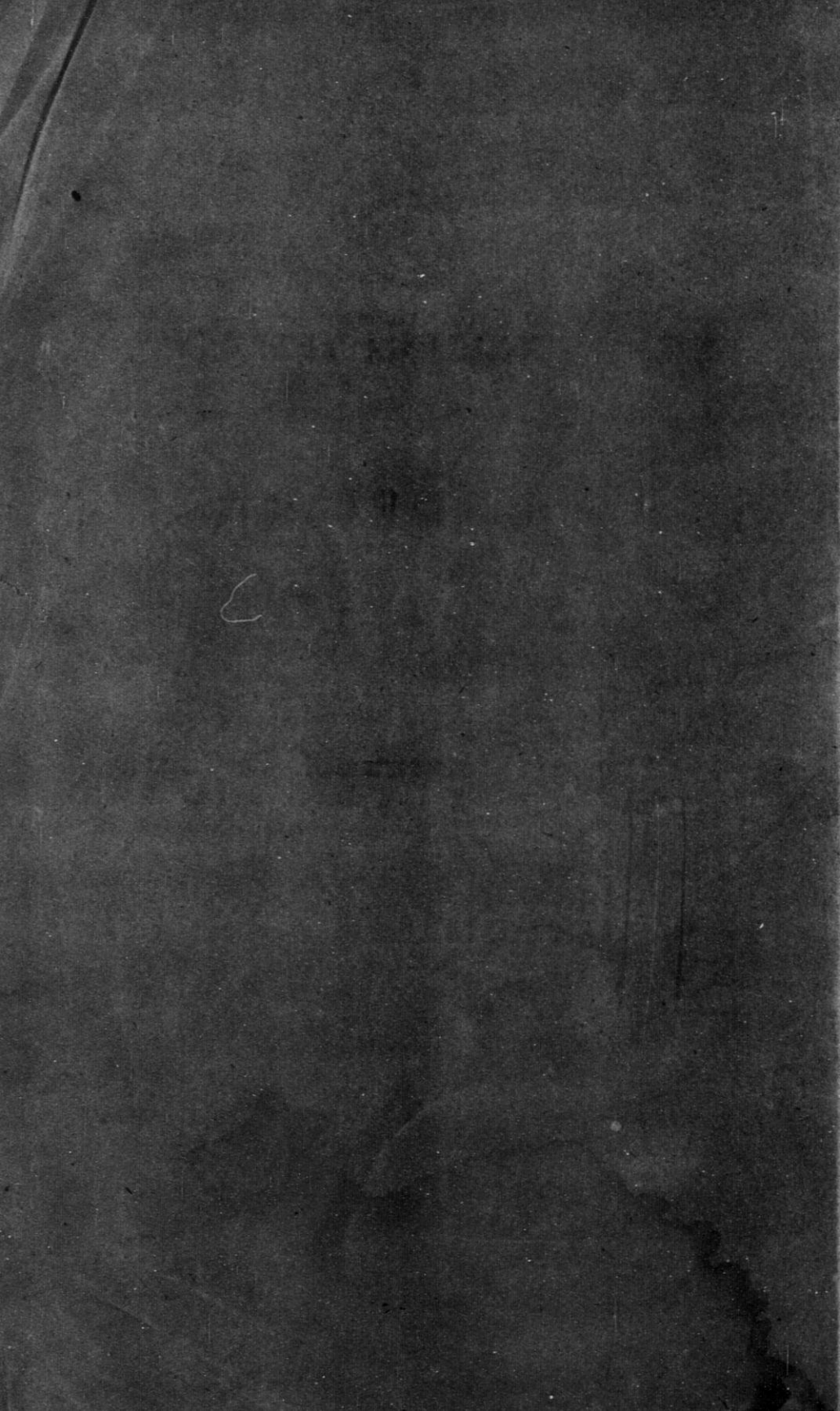
APRIL, 1873.

Stevens Point, Wisconsin.

Wisconsin Historical
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THE WISCONSIN LUMBERMAN.

APRIL, 1873.



We have commenced the publication of the WISCONSIN LUMBERMAN with a view of furnishing, each month, a valuable fund of information to those engaged in either the manufacture or sale of lumber. Centrally located within the area of the great western pineries, our opportunities for personal observations and facilities for obtaining statistical information, are unsurpassed. We do not propose to particularly represent this, or any other locality, but shall use our utmost endeavors towards obtaining the support and courtesy of the Lumbermen of the west by condensing, for their use and benefit all information possible relative to matters of interest to them. The present number is necessarily incomplete in very many particulars, as means of obtaining statistics can only be adopted as the LUMBERMAN progresses in the favor of its patrons.

Growth of Pine Timber.

JOSEPH Mc McEWEN of Wausau, who has had very large experience among the pineries of Wisconsin, stated to us not long since that fair logging operations have been carried on the past winter on land

which 20 years ago was bearing only suppling pine; indicating that some varieties of Pine grow with astonishing rapidity, and that hundreds of years will elapse ere the immense pineries of Wisconsin shall be completely destroyed.

Butternut Timber.

Immense forests of superior quality of Butternut timber exist in Northern Wisconsin. As yet the attention of lumbermen is not drawn towards the fact that Butternut lumber is rapidly assuming favor among the people for almost every article of furniture. There being such large quantities of the timber, its high price indicates that little attention is given to its manufacture. From Chicago reports we make the following comparisons of value.

Black Walnut, clear,.....	\$75 @ 80.
Butternut,.....	25 @ 66.
While first and second clear pine range from	48 @ 55.

There is rare opportunity for lumbermen to engage exclusively in the manufacture of Butternut lumber. In this portion of the State Butternut lands are yet nominal in value.

FAVORABLE PROSPECTS.

Up to the present time the lumbermen of Wisconsin, west of the Wolf river, have been almost entirely at the mercy of the dealers on the Mississippi river owing to the fact that lumber could only be marketed by floating it to the Mississippi in rafts at those seasons of the year when "high water" favored. During the spring freshets the larger portion of the lumber manufactured the season before would be run to and placed upon the Mississippi markets at one time; immense quantities being also floated from the Minnesota pineries, our lumbermen have been obliged to accept such prices as would naturally result from an (apparently at least) overstocked market. The consequence has been extremely disastrous to the wealth and development of the pineries of the Wisconsin, Black and Chippewa rivers. That more favorable prospects are discernible in the future, there is no doubt; owing to rapidly developing railroad system of Central and Northern Wisconsin. By a careful study of the map it will be seen that the present system of railroads, so rapidly being constructed, will give to each and every county of the lumbering districts west of the Wolf river communication with Southern markets. Commencing with the Wisconsin Central, we find that portions of Portage, Wood, Marathon, Chippewa, Clark and Ashland counties are afforded communication south. Douglas, Burnett, Barron and Polk will be assisted by the North Wisconsin, while the West Wisconsin furnishes communication with Chicago for the lumbermen of

Jackson, Eau Claire and Dunn. The completion of the Green Bay & Lake Pepin to the Mississippi and the building of the Tomah & Grand Rapids line will give excellent routes west, while again Wood, Portage and Marathon will be benefited by the building of the line from Portage City north.

Other lines of railroads are projected, with almost certainty of construction, and within a very few years, five at the farthest, the railroad system of Northern Wisconsin will be fully developed. Then will our lumbermen be masters of the situation and can at least dispose of their commodity when and where it best suits them. Personal observation of the immense prairies of Kansas, Nebraska, Dakota, Minnesota and Iowa long since convinced us that those (now being so rapidly populated) fertile acres must pay the price of toil in Wisconsin's pineries; and it must be self evident to all who use experience and observation understandingly, that there is soon to be a vast increase in the western demand for pine lumber and that the increasing facilities for marketing our chief commodity will afford our lumbermen suitable recompense for capital and labor invested. Pine lands and Pine lumber must tend upwards in value from this time forward.

NO MORE!

Improvements are being made all along the Wisconsin river, by the "Improvement Co.," and the "Dry Rock," at Little Bull, is *no more*, except in the piers of J. Dessert. This rock has been an eye sore to rivermen causing the death of many,

and destroying millions ft. of lumber. The destroyer of this rock, is our old friend, Jo. Freeman, who understands exactly how to clean such *snags* out. There are two more rocks at this point—the “Kelly” and the “Pilot.”—and Mr. F. has the contract for the removal of the latter, which will give lumber a chance to pass without injuring—or the “Jaws” closing upon it.—Wausau *Pilot*.

THE LUMBERMAN.

With this issue of the LUMBERMAN we have only given such reading matter as was convenient without time spent in gathering information or statistics. Each successive number will contain more statistical data until we are enabled to give correct reports of affairs in all the different pineries of the State. Our readers will know, by a moments thought, that weeks must elapse and the LUMBERMAN become a visitor to the several localities, before means of obtaining such information can be secured. We wish, therefore, every lumberman in Wisconsin, who desires the publication of a journal devoted to their interests, to assist us in gathering facts and ideas relating to the welfare and development of their great branch of the manufacturing industries of the State.

We also desire that each individual to whom this journal may seem a desideratum, shall assist in extending its patronage and good will.

This number of the LUMBERMAN is no indication of the size of the publication as we shall increase the number of its pages as we are enabled to gather facts of importance to fill them.

The form of the LUMBERMAN renders it

easy of preservation by binding of volumes and we hope to render such a fund of information that each subscriber will desire to so preserve their numbers.

We ask the support and encouragement of those engaged in lumbering in the different pineries of the State, that a journal of importance and influence may be permanently established.

New Method of Attaching Handles To Cross-cut Saws.

The *Scientific American* says as follows of an ingenious means of attaching saws in their handles, lately patented by Jas. E. Emerson of Beaver Falls, Pa.

“The invention consists in an irregularly shaped cam bolt, the body of which is a little longer from the shoulders than the combined thickness of the wings attached to the handle socket and the saw blade inserted between them, in order that the clamping cam may have a hold upon the outside of one of said wings. This projection increases in thickness from the end. As the bolt is turned in one direction, it forces that wing of the socket toward the shoulder of the thumb bolt and clamps the saw firmly between the wings. At the same time the enlarged diameter of the body, in turning, is hard against the side of the hole through the saw blade, forcing the latter endwise against the rivets. By this means a solid end bearing for the blade is obtained.

The bolt can enter the orifices in the wings and saw blade in but one way, so that no mistake can be made by not placing it in its proper position.”

The subscription price of the LUMBERMAN is \$2.00 per year. Send in your orders soon if you desire the May No.

BIRDS-EYE MAPLE.

The *Shawano Advance* says:

"Mr. Malendy, Co. Surveyor, returned last week from making a survey in Town 28 Range 14, and brought with him as beautiful a specimen of birds-eye maple as we ever saw in any country. He says there is a whole forest of the same kind of timber up there, and thinks there is a mint of money in it just as soon as there is any means of getting it out where such timber is needed."

Men who have for years been engaged in looking up Pine Lands in Northern Wisconsin, all agree that forests of "curly" and "birds eye" maple abound in very many different localities; that the quality is unsurpassed and the quantity almost unlimited. The value of this timber must soon lead to its development; and a safer investment could not be made than in its purchase at the government price per acre.

From the Bay City (Mich.) Chronicle.
Pine Lumber and Pine Lands.

The high price of pine lands in Michigan—high as compared with a few years ago, but low as compared with the prices a few years hence—is paralleled by other states in which pine is indigenous. On one authority the advance of pine lands in Michigan, during the past year even, is thirty-three per cent. In Wisconsin and the upper Mississippi Valley the advance has not been so great, but correspondingly great. The same fact holds good in regard to the lumber and timber lands of Maine. The advance there during the past year is ascribed largely to the Spragues, who have purchased nearly all the timber lands on the Kennebec, although the Boston fire has stimulated the confidence of lumbermen as to the future high prices.

A considerable difference between the prices of Michigan pine lands and those of the Kennebec and Androscoggin is noticeable. From the best of the latter the timber has been so much cut that they sell it at the rate of \$2,50 per acre. The forests of Michigan yet clothed in primeval pine, sell at figures anywhere at \$10 to \$25 per acre, according to location. A good many timber lots will change hands at these prices the present winter. A Maine paper tells of a lumber township in Canada, on the head waters of the Connecticut, which sold a year ago at \$11,000 what has recently been sold for \$49,000. This rate of increase has been paralleled in certain instances multiply as the work of destruction in our noble forests goes on. How can the havoc be charged, and the day of the complete destruction of our pine forests be delayed.

[From the Lumberman's Gazette, Mich.]

THE PROSPECT.

One of our Michigan local papers advances the opinion that lumber will have a dull market next season, and gives as its reason the fact that in the interior of this State and Wisconsin a large number of saw-mills have been erected along the lines of new railroads. We cannot coincide in this view, though we admit that quite a number of new mills have been erected on new roads. As a rule these new mills are of third rate capacity, and the lumber from them will be largely required for local improvements. We venture the opinion that from the new mills erected on new railroads in Michigan during 1872 there will not reach any outside market in 1873 over 50,000,000 feet of lumber. In Wisconsin we doubt if even an equal amount is manufactured for Chicago or any other market by mills on new lines of railroad. There is every indication of an increased demand in 1873 over 1872, but the capacity of our mills has

not been increased in proportion, hence, with the most favorable season for securing log crops and total immunity from hindrances of all sorts, the demand of 1873 must fully equal the supply. The general prosperity of the country goes further towards maintaining good prices for lumber than all contingencies which can arise.

[From the Lumberman's Gazette, Mich.]
Lumbering on the Mississippi.

The following we clip from a circular issued by Berthold & Jennings, of St. Louis, Mo., about the first of January:

The past year proved, in many respects, favorable for logging and rafting, notwithstanding the fears and apprehensions of many, and the circulation of reports contrary to meteorological observations. In the Upper Mississippi river pineries unusual exertions were made to get out an extraordinary amount of logs on account of the Chicago fire and the conflagrations in the forests. In consequence a larger number was produced than ever before, and men secured from near and remote parts to cut trees. A large body of land was trespassed upon, for which the Government is endeavoring to collect at the rate of ten dollars per thousand feet, and the action will protect the trees and determine adventurers to keep at a distance hereafter. From this it will be seen that there were many too eager to speculate outside of the regular lumbermen; and that they essayed to take advantage of the regular situation of affairs is evident. A significant movement was the effort to cause the free admission of Canadian lumber to a distressed city, ostensibly for its special aid, but which, without effecting the purpose, would have been of incalculable detriment to the trade of the entire West. This appeared to be a preliminary stratagem on the part of the East to assure

the opening of all the lake ports for free importation. Through wise legislation this was for the first time thwarted. It is a patent fact that the East is becoming every year more dependent on the West for its supply of lumber.

* * * * *

What with this, a stringent and varying money market, the strikes that occurred all over the country, and the national election, the trade had many disadvantages to labor against and overcome, and we believe that we can state that under these circumstances the trade was never more prosperous. The preparations made for a large business were not unwarranted, and results proved that in a great measure they were the wise fore-thoughts of enterprising men. The trade of the upper river tows was good, and their interior custom partially satisfactory. To give an approximate idea of the trade the past year we append the following figures, which we have collected with great care for the benefit of the lumbermen and manufacturers, upon which they can base sufficient information. In the Upper Mississippi valley pineries the log product was distributed as follows:

	SUPPLY.	FEET.
Upper Miss. riv. and tributaries	200,000,000	
St. Croix	206,000,000	
Chippewa	436,000,000	
Black	300,000,000	
Wisconsin	200,000,000	
Amount on hand beginning		
1872 in above rivers.....		237,600,000
Total.....		1,579,600,000

This shows the amount cut and banked and that on hand at the beginning of the season, while the demand is from our own figures, published heretofore, and estimates from reliable sources:

	DEMAND.	FEET.
Minnesota and Iowa railroad		

trade, logs and lumber	230,000,000
Mississippi river trade, logs and lumber	710,000,000
Amount held back each year for spring trade	210,000,000
Estimated amount that was got out	400,000,000
	<hr/>
	1,550,000,000

The amount that was not got out has been placed at two-fifths of the supply, but in order to cover everything we have placed the same at a trifle over one-fourth, which our advices would intimate to be correct, and here we have not allowed for any new demands or increase in trade by river towns, while many new railroads now run to the mills which more or less cuts off the river and lake supply.

The Lumber Trade of Canada.

The lumber trade of Canada for 1872, was not profitable in consequence of labor and provisions having risen from 25 to 33 per cent., and although the cut of logs in the winter was very large, yet in consequence of the continued dry weather and low water during the summer, it was impossible to send down the logs. The manufacturers of lumber also failed to make contracts for logs until late in the season, and consequently boards rose in price and the demand was always greater than the supply. This winter's operations are on a basis of from 33 to 50 per cent. less than that of last year, and an unusually heavy "drive" will be required in the spring to get down the remainder of the cut of 1871-72 and the cut of this year. The mills at Ottawa have discontinued sawing at night, the operation costing 50 per cent. more than sawing by daylight. The exports of Canadian lumber to the United States during 1872 were of a limited amount until after August 1st, when the new U. S. tariff came into operation, and

the shipments increased. The entire exports to the United States from Canada in 1872 were as follows: Deals, planks, and boards, by canal, 219,000,000 feet; deals, planks, and boards, by rail, 57,000,000 feet; sawntings, 640,000 pieces; lath 2,913,000 pieces; shingles, 1,368,000 pieces, and 280,000 logs and sleepers.—*Ex.*

Lumbering Statistics.

It is getting to be a serious question, all over the country now, as to the length of time before all the pine timber in the country will be manufactured into lumber. In Pennsylvania, a circular has just been published which furnishes some interesting facts. It states that the amount of pine lumber cut annually on the Susquehanna and its tributaries exceeds five hundred million feet. As this amount is liable to be increased rather than diminished, it follows that at least two thousand five hundred million feet will be cut in the next five years. The circular says that a careful estimate has been made of the area of the pine timber lands, and the average yield of lumber per acre, and the startling conclusion is reached that *three years work at the present rate of five hundred million feet per year will entirely exhaust all the pine lumber now standing.* These statements, the lumbermen assert, are the result of much careful investigation, and they have the endorsement of the most experienced operators in the State. The circular also contains some facts and statements regarding the rapid consumption of lumber for railroad ties alone, throughout the country, which are hardly less surprising than those concerning the pine lumber business. It estimates the total length of the railways of the United States, including double tracks, sidings, &c., at 60,000 miles of single track. Each mile requires 2,500 ties, which would give an aggregate of 150,000,000 ties now in use.

"This," says the circular, "requires the timber from twelve and a half acres of well timbered lands, to furnish ties for a mile of road. The average life of a railroad tie is said to be about five years, consequently, 30,000,000 are requisite for repairs annually, and to furnish this amount will consume two million five hundred thousand acres of the best timber land. In addition to this vast area, about five hundred thousand acres are required annually to supply ties for the new roads which are being constructed each year."

In Wisconsin, it will take thirty years to consume all the standing pine, after allowing for a large increase upon the amount now cut. On the Chippewa and its tributaries, there are at least two millions of acres of pine land, which will average 7,000 feet to the acre. There is now cut every winter about 400,000,000 (this includes the Eau Claire and Menomonee branches) so that there is not much danger of lumbering giving out immediately.

But there will come a time when the pine forests will only exist in the memory of old inhabitants, and between now and then, some substitute for lumber must be invented.—Chippewa Herald.

[From the Black River Falls Banner.]

THE PINE WOODS.

About two months ago it was generally believed and reported that a large amount of logs would be put in Black River the present winter. There were many reasons for believing such a statement then, and one of these reasons was the snow fell earlier than common in this altitude—about the middle of November. At that time it was generally believed that 200,000,000 to 250,000,000 feet of logs would be cut and put into this river and its tributaries. Such a statement has gone the rounds of the press in this and other States. It is

not true.

Within the past week we have had statements from several old loggers, who have taken pains to get the figures, that the amount will not exceed 100,000,000 feet, and many not go higher than 75,000,000 feet. This is quite a falling off from the first estimates, and there are two good reasons for this falling off in estimates. In the first place all the horses in this part of the country were taken sick with the horse epidemic just as winter set in and loggers were deprived of their use entirely for a month or six weeks, and what few cattle could be obtained could not perform one-tenth of the labor required in the woods, and almost useless in hauling supplies to the camps on account of their slow speed in traveling.

It is true that nearly all the horses have recovered from this disease, but they are left in such a weak condition that they cannot draw more than half a usual load of logs. This is a serious draw back.

In the second place the snow is now so deep in the woods that it impedes the progress of logging materially. This with the weak condition of the horses will no doubt reduce the amount of logs to be put in this winter to our lowest estimate, especially if the snow goes off in the month of February as it sometimes does. Under the circumstances it is unsafe to figure on more than 100,000,000 feet. Those papers which have published the amount at 200,000,000 to 300,000,000 feet of logs that will be put in Black River this winter will please give estimate above named, and thus oblige many loggers in this part of the country. The above is a fare estimate, and we believe it is correct.

Work on CRONKHITE, PLUMMER & Co's., new mill at Stevens Point commenced March 10th. 60 days is the estimated time required for its construction.

Locals.

5000 men will be needed to run out the lumber from the Wisconsin and its tributaries.

WESTON & SONS new mill in this city is a model of beauty outside and a wonder of convenience within. The engine house is of stone and fire-proof.

ROBISON'S mill at Conant Rapids has of late undergone thorough repairs and received the addition of new machinery. It is one of the most extensive mills in this locality.

The Wausau Boom Company have, during the past year, built 8 new piers. The Boom now has a storage capacity of 10,000,000 ft. of logs. From the *Pilot* we learn that the cost of the piers was \$2,000; the contractors were Hugh McIndoe and Walter Alexander.

BURN'S THOMPSON & Co., late of Canada, have leased the Shaurette Mills in this city for a period of five years. The firm have also control of SHERMAN'S Mill on the Bloomer rapids and have been extensively engaged in logging during the past winter among the best pine on Plover river. As a new firm they are taking a prominent position among the Lumbermen hereabouts.

The Wisconsin Central R. R. is completed 55 miles west from this city. Sev-

eral mills are already located along the line and many firms are engaged in logging and shipping their logs by rail to this city and points east. Thus far the Railroad company have found it impossible to freight all the logs cut owing to the difficulty in obtaining flat-cars.

In the 28 days of February upwards of 500,000 feet in logs were brought down from the line west.

There is every prospect that quite a number of steam saw mills will be built within our city limits during the coming summer. Lumbermen from different localities, who have examined the plan of boomage adopted by our Boom Company, express the unqualified opinion that better facilities for booming logs cannot be afforded than will here exist. With an expenditure of \$100,000, it is estimated that almost unlimited capacity will be obtained, and all the necessary deviding booms and pockets furnished. The establishment of large manufacturing interests in Stevens Point is guaranteed; and we may safely offer the prediction of one of our best business men, "Our city will, in five years, attain a population of 10,000."

LOG DECISION.

The Supreme Court has decided as follows in relation to the matter of "cabbaging" logs, and what damage may be obtained therefor.

1. In replevin, where a recovery of the value of the property is sought, this court adopts the rule that the usual measure of recovery is the value before the property was improved by defendant's labor and

skill; and this, even in cases where it was taken knowingly and wilfully, without color of claim or right; except where such taking was accompanied by special circumstances (as of malice or result), which would justify exemplary damages.

2. Where logs are (knowingly and wilfully) cut by one man from another's land; the value of stumpage will be the ordinary measure of recovery.

J. R. LUCE has long been known as the mechanical genius of Stevens Point; last week he furnished us a proof of skill by brazing a casting connected with our job press. Workers in iron and steel well know the difficulty in brazing cast-iron but we can assure them that Mr. LUCE has a process whereby he renders such labor simple and effective. The work performed for us rendered the casting just as good as new and it would require close examination to detect the fact that it had ever been broken.

Mill owners should make a note of his ability in the line of brazing castings.

The logging season for this locality ended about March 5th. The calculations, therefore, of those expecting an unusually long season were unfulfilled. In fact, taking into consideration that several weeks of the early portion of the logging season were unimproved, owing to the epizootic, we are of the opinion that less logs have been put in the past winter in this pinery than in the season of 71-72. Similar reports reach us from the Chippewa, Black and St. Croix river pineries and it is safe to assert that the logging operations of the Wisconsin pineries have, during this

season, fallen below the average winters work.

Amount of Pine Lands in this U. S. Land District.

From ALMANSON EATON, who for 12 years was Receiver of the U. S. Land Office in this District, we have obtained information which although necessarily approximate in character is based upon valuable experience. The limits of this Land District are—Town 15 to State line; Range 2 to 11 East inclusive. Mr. EATON estimates that there are 2,000,000 acres of pine land within this boundary. 7000 feet per acre is the usual estimate. We have therefore 14,000,000,000 feet stumpage. The estimate seems large, and of course can never be fully utilized as some of the pine is almost inaccessible. The usual stumpage in this pinery ranges from \$1,00 to \$2,50 per M., according to locality. Estimated at average price of \$1,75 per M., and a birds-eye view would discover a pleasant prospect of \$21,500,000 in natural wealth. Cutting 200,000,000 per year and 70 years would elapse ere the pine forests would be destroyed. Those familiar with the rapid growth of pine will have reason to think that no person now living will witness the complete annihilation of the pineries of Wisconsin.

Improvements of Big Bull Falls.

From the *Central Wisconsin*, Wausau, we learn that such improvements have been made at the falls as to hereafter render the transit of lumber at that point comparatively safe. Capt. B. F. COOPER of

Stevens Point is the contractor who has performed the requisite labor, at an expense of \$35,000,00. Many troublesome rocks have been blasted out, "approach piers" constructed, and a breakwater, 315 feet in length, erected. The *Central* gives much credit to Capt. COOPER for the very satisfactory manner in which the improvements have been made.

WAUSAU BOOM.

Under the management of the Wausau Boom Company, great improvements have been made in the Wausau booms during the past winter, whereby the capacity thereof is largely increased and the structures made safer and more durable. 10 new piers have been added the past winter and have so enlarged the capacity of the boom as to now afford storage for at least 23,000,000. With this storage capacity in the main booms it is safe to assert that the company can safely handle 35 to 40 millions in logs. Aside from the almost unlimited water power at Wausau there are favorable locations, contiguous to the booms, for Steam Mills. The Officers and stockholders of the Wausau Boom Co., are men of capital and enterprise and their improvements will be continued as the requirement of mills demand.

The building of the Wisconsin Valley Railroad to Wausau, Marathon county, will ensure a long desired out-let by rail for lumber of the Upper Wisconsin and its tributaries. This railroad, according to agreement and present favorable prospects,

will be completed to Wausau in 1874. The railroad system of Central and Northern Wisconsin is so rapidly developing, and in such manner, as to guarantee complete success to lumbering ventures in the pineries of the state.

The logging season for this locality ended about March 5th. The calculations, therefore, of those expecting an unusually long season were unfulfilled. In fact, taking into consideration that several weeks of the early portion of the logging season were unimproved, owing to the epizootic, we are of the opinion that less logs have been put in the past winter in this pinery than in the season of 71-72. Similar reports reach us from the Chippewa, Black and St. Croix river pineries and it is safe to assert that the logging operations of the Wisconsin pineries have, during this season, fallen below the average winters work.

From the LUMBERMAN'S GAZETTE, (Mich.) we compile the following report of lumbering operations in Saginaw and Bay counties during the year 1872.

Lumber manufactured	570,813,823
Lath	65,578,450
Shingles	72,207,000
Lumber at mills	125,287,108
Logs in mill-booms, etc.	27,558,296
Logs hung up over the season	370,448,000
Logs proposed to be put in the past winter	413,500,000

The *Gazette* also states that from thirty to forty millions more were sawed in 1872 than 1871, and that but for a strike in July the amount would have been seventy five millions more. Also that "an am-

ple log crop will be got in for the driving season.

The construction of the great boom in the Susquehanna river at Williamsport, Pa., was commenced during the winter of 1849-50. Labor thereon has continued from time to time until now *One Million Dollars* have been expended and the boom has a capacity of three hundred millions of feet in logs. It is said that in the spring, it is packed full of logs so solidly that crossing the river on them is entirely safe. The Officers of the Stevens Point Boom Company have reason to congratulate themselves while comparing the above figures with the work accomplished in proportion to the amount of money by them expended, this winter. With an expense of not over \$23,000, 108 acres of river (besides the first receiving boom) have been most substantially enclosed, capable of holding 54,000,000 in logs. By extending the present boom beyond the "Bob Wade Slough" and finishing the contemplated booms below the Upper Shaurette, the Stevens Point Boom Company would be enabled to handle, with perfect safety, 250,000,000 in logs, while the expense of such boom would not exceed (at a high estimate) \$150,000.

Owing to the epizootic the sickness of the men and other causes, says the Eau Claire *Free Press*, the log crop this year will be a light one. Eau Claire will not have over one hundred and fifty million, all of which she will use. Chippewa Falls and the mills between that city and our own will need a hundred million, Menominee fifty million, Eau Gally seven or eight million, and the mills

above the Falls probably fifteen. Not less than three hundred million certainly will be needed in this valley for home consumption, and we are not likely to get any more.

THE WIS. CENTRAL. R. R.

The building of the Wisconsin Central railroad will prove of almost incalculable value to the lumbering interests of Wisconsin. By reference to the location of the line it will be noticed that the road is to be run between R. 1 and 2 East for a distance of about 100 miles, crossing the almost innumerable tributaries, not only of the Wisconsin but of the Black and Chippewa rivers. Vast bodies of Pine timber are contiguous to the line of this road the construction of which will afford transportation to logs and lumber hitherto entirely inaccessible. And lumbering operations which have been entirely dependent on certain stages of water will now be carried on with a certainty of success by means of the transportation to be afforded by the Wisconsin Central.

It is reported that the lumber sales at Duquette during the year 1872 amounted to 52,000,000 feet of lumber, upwards of 17,000,000 of shingles and about 12,000,000 lath.

The Tittabawassee Boom Company (Michigan) in 1864 handled 90,000,000 in logs and in 1872 310,216,000.

The "Jump River Pine" is considered one of the finest bodies of pine timber in Wisconsin. The Wisconsin Central railroad will soon pass through that locality.

GRAVES & Co. at Section 50, have been logging the past winter on the head waters of the Big Eau Pleine and will soon have in operation a steam mill at that point.

LUMBERING.

The present winter has been one of the most favorable for lumbering operations we have had for a long time. Although the weather was somewhat severe at first the men have had an opportunity to work with comfort, and there has been an abundance of snow for making the logging roads good and keeping them so during the winter.

Notwithstanding the fearful rage of the Epizootic, almost every team has done good work, and if there is water in the spring—which from present indications there will be—logs and greenbacks will come in lively. Each town in the county has numerous lumbering firms operating, and all report a successful winter's work. Good judges estimate the amount of logs cut on the Oconto and tributaries at 90,000,000 feet.—Oconto *Lumberman*.

THE SCARCITY OF PINE.—Last week, we published a portion of the circular issued by the Susquehanna (Pa.) lumbermen, in regard to the scarcity of pine in Pennsylvania. Of course, there is no danger of the stock on the Chippewa being exhausted in many years; still it is rapidly rising in value, and with the increasing amount that is yearly cut, "stumpage" will be high in a short time. The Milwaukee *Sentinel* in reviewing this subject says: "It is not necessary to say that the pine forests are giving out. The advance in the price of pine lands attests it. Lumbermen in this State tell you that its yearly becoming more difficult to find first-class timber, and also that prices have quite doubled in the past two or three years. In Michigan the advance is fully 33 per cent. within the last year.—The Maine woods are falling by degrees and pine lands there are advancing in price; first, because the timber in the Androscoggia and Kennebec districts has been largely cut down, and, because of the general reduction of the

timber resources of the country. A similar state of things exists in Canada. It is reported that a "lumber township on the head waters of the Connecticut was bought a year ago for \$11,000, and sold recently for \$49,000" and instances equally striking are reported in Michigan. The future of the lumbering interest already begins to attract the attention of a few land-dealers in this State, who have begun to buy up old stumpage to hold till the second growth becomes valuable."—Chippewa *Herald*.

The Michigan Lumber Market.

In an article on "Michigan Pine," in the Michigan Lumberman for February, appears a statement of the pine crop and market of 1872. The year was emphatically a prosperous one to the mill owner, the lumber dealer, the logger and the real estate manipulator. All have gleaned a rich harvest. The crop was much larger than was anticipated, approximately 3,000,000,000 feet, and to count, estimates the writer, in round numbers of feet all the varied products of the pine trees felled in the Michigan forests and now lying within or exported beyond her borders for the year, such as logs towed below, square timbers, spars, lumber in all shapes, lath, shingles and pine staves, the actual sale would overreach that startling figure. The principal localities supplying this immense amount of lumber are divided into three distinct districts; the Saginaw, the Upper Peninsula and the West Shore. A large portion of the products of the Saginaw district goes East, while Chicago is the principal market of the two others. The result to Michigan in dollars amounts to \$42,830,500.

With this No. of the LUMBERMAN we issue a rough but accurate plat of the Boom at Stevens Point. Any locality in

the pines of Wisconsin that desires a similar illustration of their Boon, Mills &c., can have their wish gratified by sending us a copy of "the situation" accompanied with explanatory notes; we make no charge for such illustration.

"NOTES BY THE WAY."

Stevens Point, Wis., Feb., 1873.

From Chicago to Stevens Point on the Wisconsin River, via Green Bay and Menomonee Mich., with the thermometer ranging from zero to 30 below, with blinding snow storms thrown in for variety and railroad trains all behind time, making connections a thing impossible, is a trip one is not likely to take often for pleasure! The weather through that section of country has, for the last sixty days, been colder and more disagreeable than has ever been experienced before by the "oldest inhabitant." Our route lay over the C. & N. W. R. R. to Menomonee Mich., returning to Menasha, Wis., and from thence via the Wisconsin Central to Stevens Point. At Menomonee we found all the mills were undergoing repairs, for next season's run, but not adding anything to their cutting capacity. The Ford River Lumber Co., at Ford River, Mich., are putting in one of D. C. Prescott & Co's. (Marquette, Wis.) 52 inch flat gangs, which, by-the-by, is something new in the line of gang mills, and is a perfect success. Using Prescott's patent changeable feed and Prescott's patent oscillating movement, which oscillates from the bottom of the gate, with changeable rake, the feed and rake can be changed from the highest to the lowest desired point instantly, while running in the cut. To be seen is to be appreciated by mill-men, and we predict for Mr. Prescott great success with his invention, he having already introduced it into all the gang mills on the river.

At Stiles, Wis., Mr. A. Eldred, the proprietor of that thriving town, is rebuilding his extensive water mills, putting in two new gangs. He is now building a new steam double circular sawmill at Little Luamice. We found at Oconto extensive repairs being made in all the mills, but the cutting capacity is not being increased. Mr. Farnsworth, President of the Oconto Lumber Co., is absent, spending a short time in Cuba.

Green Bay is acknowledged to be the greatest shingle mart in the U. S., but owing to the low price of shingles and the stringency in the money market, there is no additional capacity being added, while the winter's cut is being greatly reduced from the standard of last winter's operations. At Wrightstown Mr. Chas. Muehler has just rebuilt his mill, on the site of the old one destroyed by fire in Oct. last, putting in one double circular, gang edger, and lath and picket mills.

There is being carried over from last year, on the Green Bay Shore, about an average of one-third of the season's stock. Logging, this winter, is not carried on quite as heavily as last, but there is being put in but little, if any, less than an average. In some localities, on the Wolf, Oconto and Menomonee Rivers, the snow is so deep as to retard logging operations somewhat. However, there is no doubt but that there will be plenty of stock got out, which, together with the amount carried over, will be sufficient to supply the mills with a full stock for the coming season.

These general remarks will also hold good for the Fox and Wolf River lumber sections. In Oshkosh there is but one new mill being erected this winter, while general repairs are being made, though nothing is being added except gang edgers and lath machinery. The lumber from the Green Bay and Lake Shore mills goes to Chicago via Lake Michigan, while the

market for those on the Fox River is principally local. At Oshkosh and Fond du Lac, stock is sold from the mill yards, and shipments made by rail to Illinois, Iowa, and the great West; many of the manufacturers owning their own yards in different parts of the county.

The situation on the Wisconsin River is different. There was about 150 millions cut on the river last season, and owing to the unprecedentedly low water, there remains about 75 millions on hand unsold. The log crop was all consumed, no logs being carried over. Careful estimates place the present log crop at from 80,000,000 to 90,000,000 feet, a large falling off from last year. The snow in the woods is about right for logging, but the stringency of the money market and the effect of carrying over at least one-half of last year's cutting has seriously retarded present operations. The Wisconsin River lumbermen raft out all their lumber to the Mississippi River, their market being the great West, distributing at all the towns from Prairie du Chien to St. Louis. There are some fifty mills on the Wisconsin River above Kilbourn City, on the line of the La Crosse and Milwaukee R. R., principally water power and double circular mills. The booming privileges on this river are somewhat limited, especially at Stevens Point. The present winter the Stevens Point Boom Co. are building Booms that when completed will hold over 100,000,000 feet. The Grand Rapids Boom will hold 25,000,000, while the Wausau Booms will only hold about 10,000,000 feet.

Owen Clark, of Stevens Point, formerly from Utica, N. Y. is an energetic, driving man, who has amassed a considerable fortune by 21 years experience in the lumber business. His mill, situated in town, is driven by water power, and contains two double circulars, a gang edger, lath, picket mills and planer, and has an average

cutting capacity of 100,000 in 24 hours; employs twenty-five hands, working 11 hours at a tour, the lowest wages paid being \$1 per day, and the highest, excepting the filer, \$2.50 per day; competent filers being paid \$100 per month; rate of insurance paid 5½ per cent. Mr. Clark is at present engaged extensively in logging operations, and as an evidence of his *go-ahead* *ativeness* he has contracted for, and is building the Stevens Point Boom, employing 200 men in the work.

Messrs. W. & J. Wharton have a good water power mill at Appleton, Wis. These gentlemen, in connection with their father, were formerly engaged extensively in lumbering operations in New Brunswick, and are men of great energy and business tact. At an early day they sought the Wisconsin pineries, where, after eighteen years of steady application and honorable dealing, they have acquired a handsome fortune and an enviable reputation. The mill is driven by two center discharge wheels of 100 horse power, and contains a double circular, shingle mill and planer, with the necessary machinery for manufacturing lath and pickets. Its capacity is 30,000 feet of lumber and 25,000 shingles per day; employment being given to 40 men, who receive, as highest and lowest wages, \$3, and \$1.25 per day; boys and girls receiving from fifty cents to one dollar, owing to their efficiency. They cut last year 3,000,000 feet of lumber, selling all at their home market at prices ranging from \$6 to \$35 per M., some seven grades being made. The present winter they are not getting out more than one-half their usual supply of logs, owing to the fact of their having some 3,500,000 feet of logs held over from last season. The capital invested by this firm is \$75,000.

J. J. FITZGERRELL.

—Michigan Lumberman.

BOOM CHARTER.

The Boom Charter of the "Stevens Point Boom Company" possesses so many points of excellence that we are induced to give it here in full for the benefit of companies to be organized or for those who desire to remodel charters already existing.

CHAPTER 126 LAWS OF WISCONSIN.

AN ACT to authorize the Stevens Point Boom Company to maintain piers and booms in the Wisconsin River,

The People of the State of Wisconsin represented in Senate and Assembly, do enact as follows:

Section 1. The Stevens Point Boom Company, as now organized under the general laws of this State, in perpetual succession, and its assigns, is hereby authorized and empowered to construct, build, and maintain a system of piers and booms in, along, and across the Wisconsin River, from a point in section thirty-two in township twenty-four, north of range eight, east of the north line of township twenty-four north of range seven east at the points indicated in the articles of association of said company, now on file in the office of the Secretary of State, for the booming and storing of saw logs, square and round timber, shingle bolts and other timber.

Section 2. That to successfully carry out the object of said company and this grant, said company is authorized to acquire the title of lands upon and contiguous to said river within the limits of its proposed line of piers and booms, either by purchase, lease or license, and thereon upon the bank to erect such piers and land booms as said company may determine for the purpose of booming and storing logs.

Section 3. When land necessary to be used by said company cannot be purchased or leased, and no right of entry thereon can be attained the company may apply to the circuit judge of Portage County for the appointment of commissioners to view, inspect, appraise and condemn such land, or so much thereof as may by the company claimed as necessary for its use: *Provided*, That notice of such application shall be served personally upon the parties interested at least six days prior to such hearing, or, if not personally served, then by publishing said notice of application, for

two successive weeks, in a newspaper published in the city of Stevens Point, Wisconsin, the last publication to be at least six days prior to such hearing; and in their application to the circuit judge they shall specify what lands are necessary for the use of the company, and if on such application the circuit judge shall deem any of such lands necessary for the use of the company in the construction of their system of piers and booms, he shall thereupon appoint three disinterested persons to act as such commissioners; and in their appraisal and award said commissioners shall designate the amount necessary for the use of the company in acres, and its width and length and the value thereof, and injury the rest sustains, if any, by such taking, and shall file their award within twenty days after making the same, in the office of the Clerk of the Circuit Court of Portage county: *Provided* no appraisal or award shall be made unless the owner of such land shall have had at least ten days personal service of the notice of the time when the commissioners shall make their inspection of the premises an appraisal and award, and if no personal service can be had then only after a notice of such inspection, appraisal, and award shall have been published at least three successive weeks in a newspaper published in said county.

Section 4. Whenever the company shall pay to the owner of the land condemned, or deposit the amount of the award with the Clerk of said Court, it may then enter upon said land, remove the soil, dig stone, construct canals, and build piers, and locate and hang booms thereon: *Provided*, however, that any person claiming an interest in said land may at any time within thirty days after filing of the award, appeal therefrom by filing a notice of such appeal with the Clerk of the Circuit Court and serving a copy thereof on any of the officers of said company; and thereupon the Clerk shall enter the cause upon his docket, and the same proceeding shall be had thereon in the Circuit Court as in an action of law originally brought therein.

Section 5. The company are hereby authorized to enter upon all sloughs, bayous, arms and branches of said river, and to improve the same for holding and storing logs, and cut a canal along such sloughs across the bend of the river, or sections fourteen, twenty-three, twenty-four, twenty-five and twenty-six in township twenty-four, range seven East, in Portage county, for the purpose of storing logs and to facilitate the navigation of rafts, barges, boats, logs and timber, or other

property passing along said river. *Provided,* always, that a free and easy passage be by said company at all times preserved or constructed so that the navigation be not impeded or hindered for rafts, boats, barges, logs and timber, or other property floating or running on the waters of said river.

Section 6. A free and easy passage for rafts, boats, barges, logs and lumber of at least eighty feet, shall be by said company maintained in the main Wisconsin river until such time as Benjamin Single Jr., C. Clark of Marathon county, and John Finch of Portage county, or any two of them, shall make and file with the Clerk of the Circuit Court of Portage county their certificate that the said slough, known as the Bessie Slough, has been so improved as to admit of the free and easy passage for rafts, boats, barges, logs and lumber, or property floating or running on the waters of said river.

Section 7. Said company is hereby authorized to purchase, hold, use and enjoy any charter heretofore granted authorizing the construction of piers and booms in said river between the points herein specified.

Section 8. Any person who shall unlawfully injure or destroy any of the piers, booms or other works, or open the boom of the said company, shall be liable in treble the amount of the actual damages, to be by the company recovered by an action at law.

Section 9. This act shall be held to be a public act of the State of Wisconsin, and shall be in force from and after its passage.

H. D. BARRON,
Speaker of the Assembly.

M. H. PETIT,
President of the Senate.

Approved,

C. C. WASHBURN, Gov.
March 12th, 1873.

STATE OF WISCONSIN,
SECRETARY'S OFFICE, } ss.

The Secretary of State of the State of Wisconsin hereby certifies, that the foregoing has been compared with the original enrolled act deposited in this office, and that the same is a true and correct copy thereof, and of the whole of such original.

{ SEAL } In witness whereof, I have hereunto set my hand and affixed the Great Seal of the State, at the Capitol in Madison, this seventeenth day of March A. D. 1873.

L. BRUSH, Secretary of State.

Mr. SPAULDING of Black River Falls, has in process of construction at Section 46 on the line of the Wisconsin Central Railroad, at the crossing of the Little Eau Pleine, a large mill. We learn incidentally that Mr. SPAULDING estimates his timber contiguous to the mill at 150,000,000. Both hard wood and pine will be manufactured.

Epizootic last fall seriously interfered with logging operations throughout the Michigan, Wisconsin and Minnesota pineries.

The Boom Company at Muskegon Mich., rafted and delivered to owners in 1872. 315,424,000 in logs.

Logging has been carried on this winter near Wausau where twenty-one years ago the same trees were hardly large enough for oar-stems. It is generally conceded that pine is as rapid in its growth as any of our forest trees.

The *Marinette Eagle* says:

"Over 55,000,000 feet of logs have been put in by the Peshtigo Company this season. We predicted 60,000,000 feet and the cut would have exceeded even that but for the early break-up."

The Peshtigo Company is one of the largest lumbering firms in the West, employing hundreds of men and teams the entire year. A visit to the great mill at Peshtigo Harbor is worthy the time and money necessary, to any individual engaged in the manufacture of lumber.

THE FIRST CAR LOAD.—Worthington shipped the first car load of shingles over the Green bay Road, last Munday. The destination of the cargo was McGregor, Iowa.—Grand Rapids Reporter March 20th.

[From the Chippewa Herald.]

The Lumber Prospects.—The past winter has been a very poor one for the loggers—the deep snow and intensely cold weather operating so that hardly half a stock is put in. This state of facts is not confined to the Chippewa river alone; it extends all over the State, and into the Michigan pineries. If there should be an abundance of water, that portion of last season's stock back on the rivers (on the Black it amounts to 150,000,000 feet, and an equal amount on the Wisconsin) will partly make up the deficiency.

The indications are, however, that lumber will bring a good price below—much better than last season. The Chicago market, insofar as it competes for the Mississippi river and interior trade, is losing its hold; and when our Chippewa Valley road is built, so that orders for car loads can be filled from here, the lumber business from Chicago west, will be amongst the things that were. Chippewa Falls is nearer Sioux City than either Davenport or Rock Island, and of course two hundred miles nearer than Chicago. And distance, when it comes to railroad freights, is everything.

On the whole, the situation of lumbermen on the Chippewa and its tributaries is enviable, and the future will improve it a hundred fold.

[From The Michigan Lumberman.]

Lumbering Operations in Northern Wisconsin.

Through the kindness of Mr. David Austin, of La Crosse, we are enabled to give some account of the lumbering operations on Black River, Wis. Under date of Feb. 20, Mr. Austin writes:

"You will find enclosed a list of the principal lumbermen operating on Black River, also a report of last year's business, handed me by Mr. George Atkinson, inspector of this lumber district. Black

River is largely a logging stream, only a small portion of the lumber being manufactured on its banks. The majority of the logs are rafted down to the booms at its mouth near La Crosse, where they are sawed or run to the mills along the Mississippi, some of them going as far down as St. Louis. The usual amount rafted from these booms each year is 250,000,000 feet, but owing to low water last season the amount was only 125,000,000.

The estimated amount of stock to be put in along the river the present winter was 175,000,000, but the horse disease and rather deep snow, will probably reduce the amount to 125,000,000. With a good freshet in the spring, a fair run of both old and new logs may be expected, and a good year's product from this stream for 1873 the result."

The subjoined report, whose array of figures besides those from the Saginaw or Muskegon districts of our State look small, we give a place in our columns with pleasure, as it is our desire to make the MICHIGAN LUMBERMAN a medium of communication between the great lumber producing sections of the whole country. We shall be pleased to receive communications like this from any part of the United States, giving the assurance that they will readily be given a place in our columns:

Amount scaled at mouth of	
Black River in 1872.....	125,766,190
Am't lumber manuf'd on Upper Black River and run to Miss. River markets.....	8,100,000
Am't lumber manuf'd and used on Upper Black River	14,300,000
<hr/>	
Total lumber product Black River	148,166,190
Lumber manuf'd at LaCrosse and immediate vicinity.....	35,100,000
Shingles manuf'd in District...	37,050,000
Lath	20,100,000

GEORGE ATKINSON,
Inspector Dist No. 2, Wis.

LUMBERMENS REGISTER.

The following list is intended to represent every firm in the pineries of Wisconsin who are engaged in the manufacture or the buying and selling of lumber and shingles. The list will be published from month to month and names added just as rapidly as we can, through the medium of a canvasser, obtain them. We desire the assistance of those interested in different localities in obtaining the names of all responsible firms. This Register will prove of much benefit to lumbermen generally. Names will be classified as nearly as possible in accordance with post-office address.

STEVENS POINT WIS.

Bailey, D. C.	Boyington, N.
Blake & Mitchell.	Brown, E. D.
Benson, P. & Bro.	Burr, Emmons & Co.
Burns Thompson & Co	Bean, T. G. & Son.
Campbell, P.	Clements, D. R.
Clark, Owen	Cook, Cornelius
Cooper, B. F.	Curran, H. & J. D.
Cronkhite, Plummer & Co.	Clifford, Wm. J.
Gilchrist, A. B.	Gamble, Ross
Goodhue, Geo. J. Jr.	
Hungerford, Seely Hutchinson & Bro.	Homestead, Seth Hubbard, ———
Karner, S. H.	Knox, Bros.
Kelly Bros.	
Meehan Bros.	McMillan & Sons
McCulloch, H. D.	Moe, Louis I.
McDill, T. & Bro.	
Lester & Plummer	
Park, G. L.	Perry, I. & J.
Pike, E. L.	
Quinn, Jas.	
Rennie, John	Richardson, Chas.
Robeson, J. M.	Rouseau & Stevens.
Reading & VanOrder.	
Sherman, S. A.	Sheckels, Wm.
Scott Bros.	
Wadleigh & Walker Woods, ———	Wade, Geo. & Co.
Whitney, Ebenezer	Warner, ———
O. C. Wheelock	Welch, Adam
Callahan, Chas.	Blow, Louis
Redfield, John	Johnsen, J. O.
Isherwood, J. & H.	Martin, John R.

EAU PLEINE, [Portage Co.] WIS.

Hali, James	Weeks, John
Wallace & Redford	

WAUSAU, [Marathon Co.] WIS.

Andrews & Parcher	Allen, Henry
Aucutt & Callon	
Bernhard & Simpson	Brown, John
Clark, J. C.	Cohn & Curran
Clark, T. W.	
Daniels, H.	Fitzer, Al.
Gray, Robt.	Hermann & Miller
Kickbush & Bro.	
Leahy, Capt. J.	Lawrence & Peters.
Manson, Rufus	McIndoe & Alexander
McLain, Henry	McCrossen, Jas.
McGinnis, Daniel	McGinnis, John
Nichols, Ed.	Plummer, B. G.
Single, Ben.	Stafford, M.
Single, Jas.	
Wenhime & Kickbush	Zastrow, Ed

MOSINEE, [Marathon Co.] WIS.

Bruno & Campbell	Cure, William
Dessert, Joseph	Kronnweetter, S.

SHERMAN, [Marathon Co.] WIS.

Callon, Wm.	Gray, John
Haseltine, Chas.	McIntosh, ———

JENNY [Marathon Co.] WIS.

Dereg, M.	Mathews, Thos.
Reid, Wm.	Scott & Andrews
Sales, Henry	Streeter, Hans

TRAP, [Marathon Co.] WIS.

DeCoursey, Matt.	
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KNOWLTON, [Marathon Co.] WIS.

Brooks, V. & Co.	Gunther, Leonard
Lamere, Peter	Whitney, Geo.
Starks Bros.	

GRAND RAPIDS, (Wood Co.) WIS.

Beron, F.	Clark & Scott
Edwards, John & Son	Garrison, O.
Hammon & Bull	Lyons, R.
Neeses & Son	Russet & Go.
Scott, T. B.	Rablin, John
Trahern, Wm.	Whipple, C. F.

Stevens Point April 7th 1873.

This is the latest date on which we furnish news for the LUMBERMAN. The logging season is ended in the different pineries of the State; the depth of snow and the condition of the weather have been very favorable for logging operations, but the amount of work done is not above the average, if it is even up to that standard.

At the present writing the mills are all at work in this particular region and rafting, both on the ice and in open water, progressing. There is yet a scarcity of men for the drives and rafting. The snow is disappearing so gradually that high water from that source is impossible and hopes are now based entirely on the spring rains. The ice in the Wisconsin at this point is still quite firm, although one week of present weather will break it up. We may safely say that lumber will be floating to market within two weeks. The quality of lumber manufactured and to be manufactured this spring in this locality, is of superior quality. We have carefully estimated the amount of lumber to be run out on the first freshet from this pinery above Grand Rapid; and it cannot exceed 35,000,000. Our best information places the entire amount to be run to market providing there are favorable summer and fall freshets, at 65,000,000. These estimates are over, rather than under the actual amounts.

[From the Portage City (Wis.) Register.]

River Record.

The following table shows the date, for the past 21 years, when the ice moved out of the river, at this place. It may be well

to state that the authorities differ as to two or three of the earlier years, but they are sufficiently accurate:

1853....	March 1	1864.....	March 29
1854....	March 27	1865.....	March 30
1855....	March 3	1866.....	April 12
1856....	March 23	1867.....	April 11
1857 ab't	April 1	1868.....	March 16
1858....	April 13	1869.....	March 28
1859....	April 11	1870.....	April 3
1860....	March 10	1871.....	March 13
1861....	March 31	1872.....	April 10
1862....	April 3	1873.....	March 31
1863....	March 30		

Chicago Market April 7th 1873.

We here give the latest Chicago reports, on the day of going to press.

LUMBER—YARD PRICES.

First and second clear.....	\$48,00@55,00
Second clear, 1 inch to 2 inch	47,00@50,00
Third clear, 1 inch.....	39,00@40,00
Third clear, thick.....	42 00@45,00
First and second clear siding, together, rough.....	43,00
First and second clear siding, tog'er	24,00
Common siding	20,00@22,00
Common flooring, dressed second	30,00@32,00
Common flooring, dressed first....	35,00@37,00
Wagon box boards, selected. 16 inches and upward.....	35,00@40,00
A stock boards.....	39,00@40,00
B stock boards.....	32,00@35,00
Common boards.....	15,00@16,00
Joists, scantling, small timber, etc. 16 feet and under.....	15,00@16,00
Fencing.....	15,00@16,00
Joists and scantling, 18-24.....	18,00@24,00
Pickets, square.....	15,00@16,00
Pickets, flat.....	15,00@16,00
Cedar posts, split	16,00@18,00
Cedar posts, round.....	20,00@22,00
Laths	3,50@ 4,00
Sawed shingles, No. 1	1,50@ 3,00
Sawed shingles, A or star	3,75@ 4,00
Shingles on track are steady at for A or Star, and \$1,50@2 for No. 1 sawed.	\$3,25@3,50

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