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## **The Wisconsin lumberman, devoted to the lumbering interests of the northwest. Volume I. Number 1 October, 1873**

Milwaukee, Wisconsin: The Wisconsin Lumberman Publishing Co.,  
October, 1873

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# THE Wisconsin Lumberman,

DEVOTED TO THE

LUMBERING INTERESTS OF THE NORTHWEST.

OCTOBER, 1873.

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MILWAUKEE:

WISCONSIN LUMBERMAN PUBLISHING CO.,  
GRAND OPERA HOUSE, 62 ONEIDA STREET.

Yearly Subscriptions, \$2.00; Single Copies, 20 Cents.

## TO ADVERTISERS.

IT is conceded by business men that advertising in class publications ensures greater returns for money invested than advertisements placed before the public in any other way or through other mediums. THE LUMBERMAN is the only journal in the State devoted exclusively to Lumbering interests, and is, even with the first number, widely circulated. It will find its way to the hands of every Lumberman and Manufacturer in the State, and will become one of the best Advertising Mediums in the West.

Examine our rates, and send any desired form of advertisement. Especial care and taste exhibited in display.

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# WISCONSIN LUMBERMAN.

VOL. I.—OCTOBER, 1873.—No. 1.

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 the manufacture and sale of lumber, and to the owners of timber lands throughout the north and west. The LUMBERMAN may be termed a specialty, as it will be devoted exclusively to the protection and promotion of the lumberman's and land owner's best interests as we may determine them by correspondence, an extensive exchange list and continuous visits, by members of the editorial staff of this journal, to the different lumbering localities. Not only is it intended that all statistical information, possible to be gathered, shall appear in these columns, but also that the LUMBERMAN shall become the champion and advocate of all public measures endorsed by lumbermen as necessary to their welfare and advancement. We wish, in fact, to establish permanently a journal which shall be of such value and importance to the industry and commerce we represent, as to meet the unqualified support of every manufacturer and laborer among the pineries of the north and west. A publication of this character is needed, particularly by

Wisconsin lumbermen, and to them we shall look for support and a hearty co-operation in our endeavors to up-build a journal and advocate of their interests which shall properly reflect the importance of lumbermen and lumbering in Wisconsin,

## *PRESENT PRICE OF COMMON LUMBER.*

### CAUSES THEREOF—REMEDIAL AGENCIES.

Much has been said and written in relation to the monied valuation of lumber as obtaining the present season in the western markets. Various theories have been advanced as to the cause of low prices, and when carefully examined we must conclude that while each argument is, perhaps, correct *per se*, it is only on acceptance and combination of these various theories that we are enabled to arrive at correct conclusions in relation to the real causes, which have seemed to threaten disaster to the manufacturers of lumber. The winters of 1870-1 and 1871-2 were fair logging seasons, and the then existing prices for all grades of lumber were inducement for every owner of pine lands to log to the very extreme of his financial ability. The spring seasons were un-



favorable, and although large drives were successfully run to the mills, immense numbers of logs—even of the cut of 1870-1—remained in the woods until the spring of 1873. There being no diminution of labor the past winter, the present season opened with not only a large amount of lumber ready for market, but a prospective amount in the log, which seemed likely to fairly glut the market if it should be sawed and placed on sale the present season. Lumber dealers on the Mississippi especially, were convinced that should the season prove favorable for the floating of lumber to market, there would, during the summer and fall, be a larger amount of lumber in market than ever before during one season. This idea, although they acknowledged scarcity of stock in the yards, induced them to hold prices at those figures likely to obtain should the market be crowded as prospects seemed to indicate; it was not then that any vast amount of lumber overstocked the western markets, but well-grounded fears that such would be the case, that caused Mississippi dealers to become exceedingly wary and purchase only stock sufficient to meet immediate demands. Yard dealers also well knew that manufacturers had their capital tied up in the previous winter's operations, and that the necessities of their immediate monetary demands would induce sale of portions of their stock at any price that might be set as the market valuation. The result has been that manufacturers are holding every board that their capital will allow, and are running their mills at the minimum. This

policy will soon work its salutary effects, and as soon as the lower markets discover they are not to be flooded, the advance will be apparent and steady. The rapid settlement and development of the great prairie states west of the Mississippi induced the belief among manufacturers that the demands from that locality would, even now, be far greater than the possibilities of supply; but facts have shown that the immigrant population of that country is not yet able to procure more than actual necessities of life, and that time must elapse ere pine lumber superceeds the sod cabin, hay stable and dog fence of the pioneer agriculturalist. The time is not far distant, however, when the manufacturers ideas shall be found based on certainties, and a large proportion of the lumber manufactured will be paid for by the immigration to which we have referred. It may be well then to call the particular attention of manufacturers in Wisconsin to these facts.

Nine-tenths of the lumber now manufactured in central and northern Wisconsin, is floated to market *via* the rivers tributary to the Mississippi, and Lake Michigan.

The Wisconsin, Black, Chippewa and St. Croix river pineries are obliged, in taking advantage of their means of transportation—high water—to place large quantities of lumber upon the market at stated seasons of the year.

Lumber purchased by Mississippi dealers is almost entirely consumed west of the river, and St. Louis is the great lumber mart.

Heretofore railroad facilities for

shipment of lumber from the Wisconsin pineries west of the Wolf have been almost unthought of; to-day, however, central and northern Wisconsin is developing a more complete system of roads than any locality in the west. Commencing with that portion of the State which has always depended on its rivers for transportation to market—we find the first road of great importance to lumbermen is the Wisconsin Central, penetrating from Menasha, and from Portage City by a line now under rapid construction, to Steven's Point and thence through the wilderness and wealth of the headwaters of the tributaries of the Wisconsin, Black and Chippewa rivers to an early completion to Ashland on Lake Superior. Twelve miles west of Steven's Point the Wisconsin Valley road will cross the Wisconsin Central and track its way to Wausau on the Wisconsin river. Still west we have the West Wisconsin and on the south the Green Bay & Lake Pepin line, running from east to west at the very feet of the different pineries of the State. Taking Steven's Point as an example, we are enabled to state [on the authority of a competent engineer] that the distance from that place to Omaha is only 61 miles farther than the distance from St. Louis to Omaha; and yet, lumber is run from the Wisconsin pineries to St. Louis at an expense of from \$5 to \$6.50 per M., and thence large quantities shipped direct to Omaha. The present railroad system, developing so rapidly, will afford opportunity for direct shipment by rail, from almost every locality in the pineries of

Wisconsin, to Omaha, St. Joe, Kansas City and other great lumber marts of the West. Will not, at least, portions of Iowa, Nebraska and Kansas soon see the advantage of ordering billed lumber directly from the spot of manufacture? And will not the day soon arrive when the lumbermen of Wisconsin, west of the Wolf, are to season and ship their chief commodity directly to consumers in the States west of the Mississippi? Thus securing a large proportion of the profits now enjoyed by the middle men of the Mississippi markets. Actual experience will undoubtedly prove that the localities which have suffered most from inability to reach market when and where they wished, will soon be situated on the high road to fortune by means of the favorable developments now inaugurated. It behooves every manufacturer to closely study and investigate the causes for demand and estimate the capacity of supply; in this the LUMBERMAN will afford substantial aid by means of statistics which will be obtained by actual visitation and observation at the lumber manufactures of the State.

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### *THE LUMBERMAN.*

With this issue of the LUMBERMAN we have only given such reading matter as was convenient without time spent in gathering 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.

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.

Subscription, \$2.00 per year, invariably in advance.

#### AN OPINION.

An opinion as to the state of the lumber market for the season of 1874 is at best hypothetical, although by carefully scrutinizing the present situation of affairs conclusions may be deduced with perhaps as great a degree of certainty as in relation to anything in the future. Most mills are running at only one-half their capacity, while many are shut down owing to inability of owners to pay daily expenses. Indeed, it is presumable that many logs will remain

unsawed until next spring. The lumber now in the pile throughout the manufacturing districts of the Wisconsin, Black, Chippewa, and St. Croix, and that tied up on the Mississippi will mostly remain *statu quo* until the price per thousand is materially enhanced. Only those absolutely obliged to sell, will do so, and then only amounts necessary to meet immediate monetary demands. The policy which manufacturers have been compelled to pursue, will, (unless there should be an immediate and large advance on prices, of which there is no likelihood,) render money so unobtainable among them that the logging operations for the coming winter will sink into insignificance in comparison to that of former seasons. It is certain that the amount of lumber and logs on hand is not materially in excess of the demand for fall and winter sales, and we think the opinion sound that the spring of 1874 will find the supply short. Every lumberman who contemplates logging the approaching winter, will make more careful estimates than usual, will decrease every possible expenditure and see to it that every dollar is invested as economically as possible; the result will be that logs will be cut and handled at less expense than usual, and worth more money proportionately in the spring. We cannot but think then that those lumberman who will be enabled to do business on their own capital will find the spring of 1874 opening under very favorable auspices; logs secured at less than usual expense, and prospects of great increase in demand.

## AMOUNT OF PINE LANDS IN WISCONSIN.

The limits of the Wisconsin land district are: Town 15 to state line, Range 2 to 11 east inclusive. The highest estimate of the number of acres of pine lands within the area mentioned, does not exceed 2,000,000. The estimate includes many acres that are almost inaccessible as well as all that portion already cut over.

The Wausau disirict comprises at least one-fourth the pine lands of the state; allowing then for arguments sake that there are 2,000,000 acres within that district and we have a total for the state of 8,000,000. Average pine yields 5,000 feet to the acre; as a grand total then of the stumpage of Wisconsin, we have 40,000,000,000 feet. This estimate includes a vast amount of pine timber that can never be utilized, and yet, even allowing that every foot is accessible, at present rates of cutting—and the business will increase rather than diminish—the entire pineries of the state will be demolished within 50 years; true, pine grows with wonderful rapidity, but it cannot keep pace with the destruction now going on. Pine lands must certainly increase rapidly in value, and within ten years the fact that there has been an overstock of lumber on hand will seem merely whimsical.

## "THE INDIAN PINE LAND RING."

Party newspapers of the day are less prone to argumentative demonstrations of political truths than to unceasing and untiring zeal in plac-

ing before their readers exaggerated statements of alleged indiscretions or wrong doings of opposing party leaders. To such an extent is this carried by the daily organs of this or that political creed, that business men place no more reliance upon newspaper statements to the effect that "Hon. M. C., is a thief and it can be so proven beyond peradventure," than did Micawber's creditors when that cheekiest man would inform them that "something was about to turn up." But as a matter pertaining particularly to several prominent lumbermen has again been brought before the public by a recent article in the *Milwaukee Journal of Commerce* we may appropriately sift the evidence brought forward, in search of the real facts in the case. The *Journal of Commerce* reiterates the cry of papers opposed politically to Messrs. Sawyer, McCord and Rockwell, and by imputation declares that those gentlemen are the "Ring" and have not only swindled the government but also prevented the legitimate effects of public competition by what might appropriately be termed a "corner" on a U. S. Land Office. It is claimed that "McCord bid off lands for \$27,280, which only a few months before he appraised under oath at \$13,530." Was any competitor present prevented from bidding \$27,290? Again:

"Rockwell bid off at the public sale lands for \$2,955, which he quietly forfeited after the public sale was over, when Mr. McCord stepped forward and purchased the same for \$300, the appraised value. This same McCord bid off at the public sale, one tract for \$2,000. After the



close of the public sale he forfeited his bid, and forthwith the land was purchased in the name of one of his partners in the land purchases for \$800, the appraised value."

The statement quoted amounts to just this: McCord and Rockwell took advantage of what certainly seems to be an irregularity in the government or rules of the United States Land Office and paid \$1,100 for property presumed to be worth nearly \$5,000. What business man would have neglected such opportunity? If the Indians were defrauded by such sale it is the government that is to blame and not the gentlemen purchasing who were certainly entitled to make the best bargain possible. If ill will is engendered it must in justice revert upon the government and not upon McCord and Rockwell who simply took advantage of favorable opportunity; an opportunity, in all probability open alike to every bidder at the sale. It is also stated that Rockwell purchased of the Indians pine to the amount of 5,000,000 feet, paying therefor \$6,500. the amount paid—providing there was the number of feet given by the *Journal of Commerce* correspondent—per thousand feet stumpage was \$1.30, a price which in many different localities of the state would purchase first-class available pine; and we think the statement that the timber was worth or could have been sold for \$4. per thousand stumpage, entirely out of reason while talking of average pine. The matter of the removal of the Indian agent is again a purely government matter, there being no doubt but one class of per-

sons had the same right to effect his removal if possible, that those supposed to be the particular guardians of the Indians and their welfare had to secure, by their effort and influence, his continuance of the position. Few political papers care what particular person is benefitted by this or that supposed fraud or commercial trickery, nor for the wrong itself, but any transaction which affords the merest pretext for heaping columns of abuse on party opponents is at once seized upon with an avidity and careless regard for truth that should, and does, compel every candid business man to doubt any statement made until absolute proof is given. It is proper to state that the *Milwaukee Journal of Commerce* is not a party paper and has a reputation, well founded, for earnest endeavor in the way of truth and right, but in the present case we believe its correspondent has been given but one side of the story and is therefore disqualified to pass upon the merits or demerits of the case. There certainly can be no charge of *dishonesty* on the part of the gentlemen composing "the Pine Land Ring," for at most they can only be found to have taken advantage of circumstances which would have been gladly and quickly availed by any business man.

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#### CENTRAL AND NORTHERN WISCONSIN.

Lumbering interests are not merely confined to the almighty pine board but also become thoroughly identified with the various resources of their locality and the full develop-



ment thereof. We have therefore prepared this article in hopes that it may tend to afford many readers a better appreciation, of the region referred to, than they have yet had.

The report of the commissioner of the General Land Office, referring to that section of country between the 44th and 45th parallels and which we shall designate as Central Wisconsin, says :

"South of the 45° of north latitude the lands are well adapted to a great variety of crops, notwithstanding the occasional backwardness of the spring, as vegetation comes forward on the approach of summer, with great rapidity, causing the crops to ripen in due season. The soil is very fertile, gradually changing, however from the vegetable mould of the prairies in the southern and southeastern portion of the state, to a sandy loam north of the Fox and Wisconsin rivers and Green Bay, where the timber begins to increase."

While claiming as we do, that the agricultural interests of Central Wisconsin are at least equal with any similar area, we wish first to consider that which must eventually constitute the wealth and importance of this portion of the state and one day place it foremost in the ranks of the manufacturing districts of the continent; we refer to the thousands of inexhaustible water-powers that seem to be concentrated within this belt for the purpose of aiding man in the development and use of the immense timber and mineral resources to the north and the agricultural interests to the south.

#### WATER-POWERS.

Commencing with the Fox river, we find that in its course from Lake

Winnebago to Green Bay, a distance of 38 miles, there is a fall of 170 feet, forming a never-failing and one of the most valuable water-powers in the west, which is already made use of at the manufacturing towns of Menasha, Neenah, Appleton and De Pere. Aside from its value and importance as a motive power, it may be mentioned incidentally that the Fox is 225 miles in length, has been improved by the construction of locks and dams between Lake Winnebago and Green Bay, and is also connected by a canal with the Wisconsin river at Portage city, thus effecting an uninterrupted water communication from Lake Michigan through to the Mississippi.

Going westward from Menasha the first river of importance reached is the Wolf, the principal tributary of the Fox, and navigable for many miles, steamers making daily trips as far north as New London. The Wolf is the outlet to a great and valuable pinery whose products are concentrated at Oshkosh and Fond du Lac adding materially to the wealth of those prosperous cities. Proceeding still westward we touch Weyauwega, Waupaca and Amherst thriving towns on the Waupaca River, a tributary of the Wolf, and furnishing the necessary manufacturing interests which sustain the towns enumerated. Sixteen miles west of the Waupaca and we reach the Wisconsin, the great river of the state, which rising in Lake Vieux Desert in the northern portion of Wisconsin, traverses the State in a southwesterly direction for a distance of nearly 400 miles, having an average decent of two-

thirds of a foot per mile. Eleven thousand square miles of country are drained by this river, on whose head waters and those of its tributaries are found the richest and most extensive pineries of the West.

Of the waterpowers of the Wisconsin river no adequate idea may be conceived without actual observation; and a full description thereof is not compatible with the extent of this article. Brief mention may be made, however, of them, commencing with the Whitney and Grand Rapids of the Wisconsin. These rapids extend from the flourishing city of Grand Rapids and the opposite town Centralia, (now the junction of the Green Bay & Lake Pepin and the Wisconsin Valley railroads) to Point Bass in an almost unbroken chain a distance of ten miles and having a fall of not less than 60 feet; furnishing unlimited power and hundreds of sites for any variety or extent of manufactories. Ascending the river 18 miles (passing several lesser powers) we reach the Conant and Shaurette rapids at Stevens Point. Here the Wisconsin Central railroad crosses the river midway between the foot of the Shaurette and the head of Conants. The length of this chain of rapids is three miles with a descent of at least 45 feet, and forming one of the grandest and most accessible waterpowers in the west, if not of the entire country. The formation of the rapids consists of very sudden descents for perhaps fifty rods, then an equal or greater distance of comparative still water; the rapid and still waters alternating in most approved manner. Excellent boomage capacity is furnished on the

rapids by the occurrence of the still waters referred to, and between the head of Conants and the foot of the Shaurette, boomage might be obtained for at least 20,000,000 in logs. The locations, on Conant Rapids, for manufactories are almost innumerable, the peculiarities of the rocks and shores being such as to afford the most favorable opportunities for the erection of mills where the power may be used to best advantage.

The Saurette Rapids are located entirely within the corporate limits of Stevens Point, and afford a superior opportunity for mills and factories. A boomage capacity is here attainable to, practically, unlimited extent.

The Wisconsin river from Stevens point north, is navigable for steamboats as far as the falls of Little Bull, (Mosinee) distance 30 miles, where we again reach a first-class water-power in the midst of forests of pine and hard woods. Twelve miles farther north and we reach Wausau, or Big Bull Falls, one of the most extensive and best improved water-powers of the state. There is at present more lumber manufactured at Wausau than at any point on the river. Yet above Wausau we find excellent powers at Jenny Bull, Grandfather Bull and other members of the family too numerous to mention.

The numerous tributaries to the Wisconsin reach out among the grandest forests of the west, rendering their wealth accessible. The Plover's, two Eau Pleines, two Eau Claires, Mill Creek, Pine, Rib, and Trap rivers are large streams reaching into the very heart of the pinery.

These rivers enter the Wisconsin within a distance of sixty miles.

Fifty miles west of the Wisconsin we reach the Black river, also one of the most important rivers of the state and possessing favorable manufacturing facilities at Black River Falls, Weston's Rapids and Eaton's Rapids. The Black river pinery is extensive and furnishes a fine quality of timber. The Chippewa river is nearly fifty miles west from the Black river, and with its six branches all heading in the midst of valuable pine and hard wood timber, drains the country midway between the Wisconsin and St. Croix rivers, giving its waters to the Mississippi. The St. Croix river, forming a portion of the western boundry of the state, also possesses great facilities for manufacturing purposes and is the outlet to an extensive pinery.

We have thus enumerated the principal rivers of that belt of territory which we have above designated as Central Wisconsin and it is self-evident that no similar area in the west is so extensively supplied with natural motive power that may successfully be used, as this. Within this belt are very many valuable tracts of pine timber, but agricultural lands comprise the greater number of acres; these lands are mostly timbered with oak, maple, ash, butternut &c.; the quality of the soil is excellent and particularly adapted to the raising of wheat, oats, rye and grasses.

A large portion of this territory is yet subject to entry at government prices and may be taken in accordance with the provisions of the Home-

stead Act. Many are now taking advantage of the opportunities offered the actual settler and are securing valuable homes and farms along the line of the Wisconsin Central Railroad.

#### TIMBER.

All that portion of the state north of 45° we shall term Northern Wisconsin; this region possesses the timber and mineral wealth of the state and is tributary to the country we have just passed over. Over nearly all this region extends the forests of pine, and although hundreds of millions of feet of lumber are annually run to market out of the Wolf, Wisconsin, Black, Chippewa and St. Croix rivers, the real development of this great resource of wealth is hardly commenced. The most thoroughly developed portion of this great timber region is that bordering on the eastern line of the state in Oconto and Shawano counties, the lumber being shipped through the Menomonee, Peshtigo, Oconto and Pensaukee rivers to Green Bay and Lake Michigan and thence to Chicago, the lumber market of the west. The future development of the pines of Wisconsin will result in the manufacturing of the greatest amount of lumber on the Wisconsin, Black, Chippewa and St. Croix rivers and their tributaries, whence it is floated to the Mississippi to supply the demand created by the settlement of that vast treeless plain beyond the Mississippi. The lumber heretofore manufactured on these rivers has been conveyed to market by running of rafts; this means of transportation will soon be superseded by the

Wisconsin Central, West Wisconsin, Green Bay & Lake Pepin, Wisconsin Valley and other lines of railroad now in process of construction ; as they will afford immediate and always to be trusted means of transportation.

#### MINERALS.

Valuable as are the pine interest of Northern Wisconsin, the mineral resources thereof are likely to soon assume an equal if not greater importance in the material wealth of the state.

By geological surveys and comparisons it is found that the Marquette and Menominee iron ranges of the northern peninsula of Michigan, cross each other upon the south side of Michigammi, the one continuing west and northwest, and the other southward into Wisconsin. The most remarkable of the out crops of these extensions displays itself in the famous Penoka Iron Range in Ashland county. This mountain range of almost pure ore lies 23 miles south of the best harbor in the world, Bay-field on Lake Superior. The ore is pronounced equal to the best discovered. Large deposits of iron ore also exist in Marathon and Jackson counties. That of Marathon county has been tested and has showed first-class results. Silver and lead are also found and the recent interest awakened in the lead discoveries indicates inexhaustible supplies of that metal in fortunate Ashland.

The mineral interests will soon surpass in value the entire agricultural products of the state.

As resources of importance may be mentioned the existence of large beds

of Kaolin or Porcelain Clay—equal to the finest found in the Celestial Empire, also the recent development of inexhaustible quarries of magnificent building stone. At Stevens Point a variety of white sand-stone is found which may properly be pronounced the finest building material in the state. This stone is of silvery lustre, is easily cut when first taken from the quarry but becomes extremely hard and firm upon exposure to the air.

#### CRANBERRY AND HAY-MARSHES.

Of no small importance to central and northern Wisconsin, are the extensive tracts of cranberry and hay marshes found in nearly every locality. In Portage county alone are over 100,000 acres of natural meadow every foot of which is susceptible of cranberry culture. Much of this land, soon to be of more than ordinary value, may yet be procured at the state price, \$33½ per 40 acres.

#### GENERAL CHARACTERISTICS.

Limited space forbids anything like a perfect representation of the many great natural resources of wealth yet lying dormant in central and northern Wisconsin ; a few general characteristics may be given whereby the land-seeker or homestead settler may be benefitted. The climate is healthful, water pure, temperature even, and prospects for speedy development of the country, certain.

Every advantage is offered to settlers of small means, and to the capitalist of the country ; emigration is constantly pouring in and the wilds of the north are soon to present the



appearance and reality of civilization. Portable saw mills will be put in operation along the line of the various railroads, affording winter employment to homestead settlers in the neighborhood of the mills. The prospective future of central and northern Wisconsin is far superior to that of the states west of the Mississippi and to emigrants we would say, visit this portion of Wisconsin before you conclude to locate.

### THE 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) over-stocked market. The consequence has been extremely disastrous to the wealth and development of the Wisconsin, Black and Chippewa rivers. That more favorable prospect are discernible in the future, there is no doubt; owing to the 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, now so rapidly constructing, will give to each and every county of the lumbering districts west of the Wolf river communication with southern and western 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 lumberman of Jackson, Eau Claire and Dunn. The completion of the Green Bay & Lake Pepin to the Mississippi and the building of the Mississippi Valley will give excellent routes west, while again Wood, Portage and Marathon will be benefitted by the building of the line from Portage City north, now in process of construction.

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 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 the chief commodity of the pineries will afford our lumbermen suitable recompense for capital and labor invested.

### CHICAGO LUMBER TRADE.

The following facts, stated recently in a Chicago weekly devoted to manufacturing interests, and commented upon by the *Michigan Lumberman*, are worthy the attention of our Northern manufacturers who will soon be called upon to bill car loads of lumber direct to consumers in the prairie States west of the Mississippi.

Extract from the *Chicago Exposition*:

"It is quite difficult to appreciate the importance of the lumber interest of Chicago — 1,200,000,000 feet of lumber, and in shingles, lath and other shapes enough to add 200,000,000 feet was the aggregate of last year. Piled twenty feet high it would cover about 3,000 acres of ground. Every day we see straggling vessels loaded with lumber pass up the river, but hardly realize that out of the 12,824 vessel arrivals during last year, over 9,000 were loaded with lumber. The freight on the amount received by lake foots up about \$3,000,000. The expenses incurred in cutting, hauling and booming logs, and manufacturing and handling the lumber before it reaches the Chicago yards amount to about \$7 per m., or in the aggregate \$10,000,000. Upon the average price of \$12.00 per m. at the lumber mart this leaves only \$2.00 per m., for stumpage and profit; and the average price paid for stumpage in the pineries bordering on Lake Michigan is at least \$1.50 per m. After the lumber is sold to Chi-

cago dealers, the expense of piling it on the docks and delivering it when again sold is nearly \$2 per m., and here is another account of \$2,000,000, making some allowance for that which passes to the interior without being piled in Chicago. Allowing \$1,000,000 for profit on freight; here is a sum total of \$15,000,000 paid for labor of one year in handling this one product. The laborers directly employed represent a population of about 200,000 and a like population who are indirectly supported by this business. All this vast population draw their supplies directly from Chicago. In addition to this, the profits realized by Chicago dealers, manufacturers, and commission merchants are not less than \$2,000,000, which, with a large portion of the freight profits, are added to the annual wealth of Chicago."

Comments by the *Michigan Lumberman*:

"The foregoing paragraph shows facts of a character exceedingly favorable to the actors in the Chicago lumber traffic, and which ought to be suggestive and educational to every mill man of Michigan. The figures shown to be profits on lumber sent from the Michigan shore could with a trifle of forethought and concomitant action, be made to pass into the manufacturers pockets and be retained there as the legitimate results of such action. A change in the modus operandi, so long pursued by the west shore men, in handling and selling their valuable staples, must be effected if they do not wish to see it all slip through their hands without leaving behind anything but a mere "greasing of the wheels" and sad regrets. It is certain that lumber put up and seasoned on the yard where it is manufactured, afterwards can be handled with far more ease, and far more cheaply than when green. It is also a patent fact, of which all dealers have taken note, that wherever there is an aggregation of sea-

soned lumber in any large quantity, there the buyer will be sure to come, and there the market will be most lively. The writer has had experience in this very matter, and had the express satisfaction of seeing and participating in an entire change of base in the marketing of lumber at a point where he was once located, while the middle men who had fattened upon the proceeds of commission sales were compelled to become bona fide buyers or pass out of the trade.

Of the 1,200,000,000 feet of lumber and the 200,000,000 from which the lath and shingles are made that goes to Chicago's *fluctuating* market, three quarters of the amount goes from Michigan, and by the manner in which it at present is handled pays tribute to Chicago brains and Chicago muscle all the avails above the prices set down in the forgoing paragraph, for cutting, manufacturing, and the pitiable amount of two dollars per mile for stumpage, with freight, etc. Whereas if we handled, piled, seasoned, assorted, and sold our own product, we would save to ourselves the amount which makes the middle men rich.

And, answering to the above showing would amount to about \$6,000,000 for the Michigan manufacturer per year in addition to what he now gets, if he could make the market at his own yards. This is a large sum to lose, and as large as it may be as the market value increases, that sum, too, must inevitably increase. And now to bring the matter home more closely we assume that Muskegon furnishes at least one-third of this amount of lumber, so she loses one-third of this amount of money besides the living expenses and the improvements to the city one-third of the employees would require if used here. If these matters are not sufficiently plain to Muskegon business men to induce them to prepare for all the exigencies involved, they are not as

sharp as we are in the habit of considering them to be."

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FROM Saginaw, Mich., dispatches to the Chicago *Tribune* we learn that the shipments of lumber from the Saginaw River, by water, during the month of August, 1873, amounted to 76,000,000 feet, against 71,000,000 for the same month last year. We also learn that the total amount of lumber shipped by water during this season up to September 1st, amounts to 334,974,000 feet, against 280,328,000 feet for the same time last year; or an excess of 54,646,000 in favor of the present year. The rail shipments will, it is stated, bring the exports of lumber, from that locality, to September 1st, to 400,000,000 feet. We are to presume, then, that the actual amount of lumber manufactured on the Saginaw is nearly or quite 20 per cent. greater this season than that of 1872; a large increase if we consider the present inducements of "low figures."

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FROM the Williamsport, (Pa.) *Gazette*, we derive the following information which, although of no great practical use in Wisconsin pineries, serves to illustrate Eastern rules and estimates:

"Good average timber land supports about twenty-five trees to the acre; good average trees will cut five logs each, and these will average five logs to the thousand feet, or five thousand logs to the million feet of sawed lumber, board measure. This is meant for white pine alone. Hemlock grows much denser and cuts seldom over three logs to the tree. The average of lumber, board measure, will run below that of pine.

In most lumbering districts where piece lumber is manufactured the standard measure for logs is 19 inches diameter and 13 feet long, which gives 100 standard inches.

In Canada the government standard for selling stumpage is by reckoning three logs to the thousand feet. The expression we often hear among timber operators, that a stick "*will go double*," "*three times*," "*four times*," etc., means that the number of cubical feet in the stick is that multiple of linear feet.

Thus, a stick measuring 11 by 13 inches "*goes once*," because it contains 20 cubical feet when 20 feet in length, 21 cubical feet when 21 feet long. A stick 12 by 12 inches contains 20 cubical feet when 20 feet long, and so on as in the first example.

A stick 16 by 18 inches contains 40 cubical feet when 20 feet long, 42 cubical feet when 21 feet long, or, it "*goes double*." A stick 24 by 24 inches "*goes four times*."

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### A LUMBERMAN'S ASSOCIATION.

The lumber business is only second in commercial importance to the manufacture of iron, and yet there is no National Association of Lumbermen. Wisconsin cannot boast of a State organization and we believe there are no local associations particularly in the interests of lumbermen. In these days of "*Unions*," "*Granges*," etc., it would seem desirable that a State organization should be effected with object of promoting lumbering interests. Undoubtedly many manufacturers would endorse and sustain such an association who at present would not care to devote their personal assistance in its formation. The difficulties of organizing would be great,

but the benefits to be derived would well repay all efforts. If a few of the principal lumbermen of the State would take the matter in hand, a correspondence between different localities might result in a united and successful effort towards the establishment of a State Lumberman's Association.

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### GLEANINGS FROM THE U. S. CENSUS REPORTS.

The U. S. Census Reports give a sufficiency of statistical information which at least approximate the truth. By a careful study of "*Special Statistics of Manufactures*," we learn that Wisconsin in 1870, with 720 mills and 12,461 hands employed, produced 102,663,000 lath, 1,098,199,000 feet of lumber, and 806,807,000 shingle, worth in the aggregate \$15,130,719. The lumber business of Michigan was a little more than double that of Wisconsin, and that of Minnesota a little more than one-fourth as great as that of our own State. The value of the lumber product of Wisconsin in 1860 was \$4,616,430 as against \$15,130,719 in 1870. Michigan has increased from \$7,303,404 in 1860 to \$31,946,396 in 1870. Minnesota from \$1,257,603 in 1860 to \$4,299,162 in 1870. While the number of mills in Wisconsin, Michigan and Minnesota has nearly doubled within the last decade, the number of mills in Pennsylvania and New York has been but slightly increased, although the amount of all kinds of lumber sawed in Pennsylvania and New York has increased over 100 per cent. The entire valuation of lath, shingles and lumber for the United States in 1870



\$210,159,327 against \$96,715,854 in 1860. The increase in lumbering is not more marked than that of other manufactures, and is probably in proportion to the growth and development of the country.

### TIMBER FOR TIES.

"The question of timber supply for the use of the railroads of the country is fast getting to be a pressing one. Already wood has become dearer than coal for locomotive purposes on most of the great roads. But the most important decrease feared is in timber suitable for ties—oak and locust. On this point the *St. Louis Democrat* says:

"The locust is considered the most durable, but the best of either must be renewed every eight years. For every 1,000 miles of railroad there must be 125 miles of ties cut every year. Mr. Talmage, superintendent of the Atlantic & Pacific road, has been considering this matter, and has ordered an immense area along the line of his road to be immediately planted with locusts, either from the seed or from young trees. He intends to make this a permanent part of the business of the road and its employes in sections of country in which it is possible; and he believes that other lines will have to start 'locust farms' before long also."

The most important discovery to help out this imperative demand is the invention of Mr. F. W. Whitman, of this state, whose device has already been described in these pages. It consists of simply putting an oak block into the cedar tie, at the points where the rails rest, thereby making the wear equal to the life of the wood a cheap way of making soft wood into better than all oak or all chestnut ties, and in all respects making a better track. Wealthy Massachusetts parties have bought the right to manufacture for New England, and this

new article will soon be in the market.—*The State* (Portland, Me.,) August 30.

Practical railroad men are now using largely of tamarac ties, and there is scarcely a doubt but they will prove durable and in every way satisfactory. The tamarac forests of Wisconsin will ere long be of more than nominal value.

W. R. BATES, in the *Lumberman's Gazette*, (Mich.) gives the following statistics:

"The lumber product of the Saginaw valley in 1863 was 133,500,000 feet; in 1872 it had reached the prodigious amount of 700,000,000 feet. The population of her dozen counties in 1860 was 28,230, and to-day it is not less than 125,000 people. Her available banking capital in 1860 was \$20,000 controlled by one man. Now it is over \$2,000,000, controlled by five National Banks and fourteen private banking houses. The amount of capital invested in the logs which upon our rivers are annually "hung up" on their banks and rendered unavailable for a year following, is estimated to be more than the entire banking capital of the northern half of the State. The entire production of the State for 1872 may be easily estimated, so far as sawed lumber is concerned, by counties and districts, embracing the Saginaw Valley and Bay Shore, Genesee, Lapeer, Huron, St. Clair and Sanilac counties and the city of Detroit in the eastern district, we have a total of 1,215,160,480 feet cut in 1872. Muskegon, Manistee, Mason, Ottawa, Oceana, Grand Traverse, St. Joseph and Menominee Counties form the Western district with a product of 1,049,399,107 feet, and a grand total for the State for 1872 of 2,264,568,587 feet of sawed lumber.

With this exhibit of the growth of the lumber producing interest, the

question naturally arises, how long will it last? This is indeed an important consideration. Many men estimate the time which, at the present rate of manufacture, it will take to strip our available forests of timber, at forty years; others not so sanguine place it at half that time. Perhaps thirty years will witness the destruction of our most valuable pine; but when that is accomplished there is an unlimited supply of other woods which will be manufactured and be made profitable long before the pine is exhausted. As indicating the present status of the lumber business, it may be mentioned in this connection that 112 mills in the Saginaw Valley in 1872 cut 700,000,000 feet of lumber with an annual capacity of over 800,000,000 feet, that the capital invested in these mills represents \$4,500,000, and the number of men employed in the mills alone is over 3,500, and that the value of our entire products resulting from lumbering may be placed at \$13,500,000, including lumber, shingles, staves, oak timber, long timber, spars, hoops, bark, etc."

### A SHINGLE GIRL.

BY W. H. BISHOP.

'Tis rare when force and frailty mingle,  
The lovely with the crude and raw  
I thought so in an Oshkosh shingle  
And planing mill I lately saw.

She sat above me on a platform  
And pressed the boards against a plane.  
Around was many a slim and flat form;  
Wide search to find her like were vain.

Her mission was to smooth the edges  
And keep the damaged ones apart.  
She little knew those white pine wedges  
Clove through and through a vanquished heart

Her hair bestrewn with sifted saw dust  
Seemed quaintly done la Pompadour.  
She was seventeen and sweet and modest,  
'Twere well for me I never knew her.

And once she looked and saw me staring,  
But I, I made my glances fewer,  
I would not wound with looks too daring  
That shingle girl of mien demure.

I would have sought some word, some token  
To give my burdened soul release,  
But oh! the ice might not be broken  
For she was working by the piece.

### A CHOICE EXTRACT.

We call the attention of lumbermen to the following choice morsel as it originally appeared in the (Ill.) *Anti-Monopolist*, and re-published and commented upon by the *Industrial Age* of Chicago:

"The tariff act of the last Congress places a tax of \$2 per thousand feet upon all pine lumber brought into this country from Canada. And if the lumber is planed upon one side, \$2.50. If planed upon both sides, \$3. And if planed, tongued and grooved, \$3.50 per thousand feet.

"This is a direct tax upon every man, woman and child in this country that lives in a house or under a roof. It is a tax upon that which protects them from the scorching heat of the summer's sun, and the freezing cold of the winter's blast. It is a tax upon the hovel that covers their stock, and upon the fence that protects their crops. And for what is this tax levied? To pay the war debt? Not at all. No money of any amount is so raised in that way, as the tariff is so high that it keeps out nearly all Canadian lumber; consequently no tax is received from its importation.

"Does this tax go into the pockets of the laboring men who work in the forests getting out this lumber? Not at all. They are only paid just a little above starvation wages. Just enough to keep them so they can be strong and healthy, and not quite enough so that they can lay by a little fortune and begin business in some small way for themselves.

"If the government does not get it, and the laboring men who do the work do not get it, where does it go to? It goes into the pockets of men who own vast tracts of the pine lands in Wisconsin and Michigan. The pineries of the United States are owned in very large tracts by wealthy corporations, or wealthy individuals. They are not owned in small tracts by men in moderate circumstances,



as are the farm lands of this country. These corporations are composed very largely of members or ex-members of Congress, or the relatives of such members. These owners of pinneries, by this tax, receive at least two dollars per thousand feet for their lumber more than they would receive if lumber could come in free of duty from Canada. Who is it that pays these two dollars extra for every thousand feet of lumber? Is it any wonder that the farmers of McLean county are obliged to let their farms and pasture lands lie unfenced?

"Nor is it the farmers alone who suffer; even the railroads bear their share of this burden. It is estimated that over \$38,000,000 worth of lumber is used every year in building cars, etc., by the railroads. Without any tariff on lumber they could build just as much for less money, or a great deal more for the same money. And if their expenses were lessened, who knows but their extortions from the people would be decreased accordingly.

"The nearest and most accessible pinneries to Chicago are Canada. But nearly all of our lumber is from Michigan and Wisconsin. Our tariff protects the pinneries of Canada, while our own pine trees are rapidly falling before the woodman's axe. When once the pine trees are cut off a piece of land, no pines ever grow there, and the land is of no value for cultivation. We are protecting the most valuable part of Canada, by making a desert of the most valuable part of our own country. When our pine trees are all sawed into boards, and the land desolated, and we are obliged to go to Canada for lumber, there is nothing to prevent the Canadian government from passing a law making all lumber going out of their country pay tax to any amount they may choose, and we will be obliged to pay that tax or go without lumber.

"This is no idle imagining. The area of pine lands in this country is

comparatively quite limited, and the number of acres of them from which the trees are stripped every year runs way up into the millions. In a few years all will be gone. But with the monopolists who control this country at present, the motto is, as it was in the days of Noah: 'After us, and then the flood.' They care nothing for the prosperity of the people to-day, nor for the future of the country hereafter, only so they are enabled to build up princely fortunes and roll in wealth."—*Anti-Monopolist*.

Comments on the above are hardly worth while, but we would like to ask the editor of the *Industrial Age* what sort of an industrial machine it has cognizance of, which, so to speak, is capable of rushing through the pinneries of the "upper lake and upper Mississippi regions," "stripping" and devouring, we suppose, the great forests referred to, in the rather limited period of ten years? Or is the assertion preparatory to a grand corner on pine lands? Pine lands should advance at least 500 per cent. as soon as our readers become fully informed in relation to the facts stated by the *Industrial Age*.

The first point we are enabled to appreciate in the *Anti-Monopolist* article is the conundrum—"Is it any wonder that the farmers of McLean county are obliged to let their farms and pasture lands lie unfenced?" We should say not, when fencing will bring the enormous sum of \$12 per M. in the Chicago markets; for if the farmers pockets are as poor as the *Anti-Monopolist* appears to be in judgment, we should say that if lumbermen would draw the fencing to their doors at ten cents per car load, they wouldn't have money enough to

purchase lumber sufficient to make an ordinary tooth-pick.

And then it isn't the farmer alone who suffers; O, no! but the poor, over-burdened railroad companies, who could build more cars if the lumber which costs \$38,000,000 was't worth more than a dollar and a half. We *do* pity the railroad companies, surely.

The assertions that laboring men in the pineries are paid "starvation wages," and that pine lands are owned almost entirely by wealthy corporations, shows how little information the writer possesses on the subject he has undertaken to review. As for the fears expressed concerning our northern desert and the Government of Canada, we leave that for our readers to laugh over when time best suits them. The "flood" mentioned is undoubtedly just what our lumbermen in Northern Wisconsin are praying for, and the *Anti-Monopolist* man has our thanks for the prophecy.

#### NATIONAL FORESTS.

The New York *Times* of Sept. 17, has an extended editorial on the subject of forests and elaborates enthusiastically and scientifically upon their importance in the great economy of nature as pertaining to annual rain-falls, moisture of the air and ground, and climatic effects generally. The *Times* cites numerous authorities proving debilitation of countries where the forests have been cut away and agrees with a London contemporary who believes that the "tremendous ravages of the settlers' axe, and the still more destructive one of

the lumberman" is equal to Deliah's robbing Sampson of the secret of his strength and "if this process of de-foresting and dis-robbing of the earth continues at its present accelerated rates a quarter of a century longer, what is to hinder the land from entering upon a long era of physical degeneracy and climatic deterioration that must sap its industrial and even its intellectual energies, and reduce its fair and salubrious bosom to the aspect of a South American Lelano?" The *Times* discusses at length the policy of legislative action in reference to the culture and preservation of forests, and advocates the following policy:

"*First*—All public lands not yet sold, or abandoned by its owners, and which is only adapted to forest culture, should be forever retained by the government as public forest land, be placed under the care and supervision of a Forest Commissioner, who should see to it that these are properly protected against destruction, and immediately replanted or reseeded when cut down.

"*Second*—To encourage the growth of forest trees, all lands covered by forests, or planted with forest trees, in consideration of the national importance of forests, should be free of taxation.

"*Third*—Owners of land which is only adapted to forest culture, should be prohibited to cut the trees down unless proper measures for the immediate reproduction of a growth of trees are taken.

"*Fourth*—By heavily taxing forest land and mountain sides left bare of forests, owners should be compelled either to replant or sell, as they have no right to convert whole mountain districts into a barren wilderness, to the injury of the farmer and indus-

trial establishments of the valleys, who have evidently a right to be protected by law against the frequent inundations and long seasons of drouth, in which an inconsiderate devastation of the mountain forests exposes them.

*Fifth*—In each state there should be established a forestcultural school, in combination with an agricultural school, already established for the proper education of the future Forest Commissioners and their assistants.

*Sixth*—A rational system of forest culture should be introduced as soon as practicable in all states.

*Seventh*—It shall be the duty of the Forest Commissioner to see that on an average no more timber and wood is cut than the annual increase amounts to, except in such sections of the country where a diminution of the forests is desirable."

While the measures proposed by the *Times* would have no bearing on the timberlands of Northern Wisconsin, undoubtedly such a commission as proposed would be of vast importance in preserving the forests of the older and more settled states and in increasing the timber of the prairie states; although those states west of the Mississippi, now nearly destitute of forests are, in their own behalf, using every endeavor towards promoting and sustaining tree-culture. Indeed, it is already self evident that Minnesota, Iowa, Nebraska, Kansas and other western states are making rapid progress in the matter and the coming generation will hardly be able to accept the fact that the basin of the Missouri and Upper Mississippi was, in their father's time, a treeless plain. Liberal home views and appropriate legislative action secures the setting out annually, of thousands of acres of fertile prairie

with various tree spouts and cuttings, and within twenty years the now comparatively treeless valley of the Mississippi will become one of the "timbered" portions of the country. The subject is worthy, however, of still greater attention and consideration by not only the state legislatures but by the general government, and the *Times* has undertaken a laudable enterprise in its endeavors to awaken public attention. We append one more extract:

"The adoption of these measures will not only protect the country against the evils of deforestation, but be also of great economical importance. The revenue derived from a proper State forest culture not merely covers all necessary expenses, but leaves (as proved in the German and other European States) a large net revenue, increasing every year with the increasing value of timber and wood. The great importance of forest products is evident, when we consider that the value of the timber and wood consumed yearly in the United States is estimated at not less than \$300,000,000. The state of New York, which formerly exported largely products of its forests, in consequence of the wasteful devastation of its forests imports now lumber and wood to the value of many millions a year. By adopting a rational system of forest culture, it will not only be enabled to supply permanently its own increasing demands, but also can become a large exporter of forest products, as it has an abundance of land fit only for forest culture.

On account of the long period (sixty to 120 years) which it takes for the full growth of forest trees, but few private persons have the means or are found willing to embark in forest culture, and we must therefore rely principally on the state itself to take hold of it for the benefit of all of its citizens."

KNAPP, STOUT & Co.'s., establishment at Menomonie is described by a correspondent of the *Milwaukee News*, as follows :

"This place is on the Menomonie river, two miles from the railroad. There is a fine line of four horse omnibuses, that runs to the passenger trans. The firm of Knapp, Stout & Co., the largest lumber firm in the Northwest, have their headquarters here. One water mill here has over two hundred saws running under one roof, and cutting three hundred and fifty thousand feet of lumber per day. They also have a large steam mill here, and three other saw mills at different points. They have a large flouring mill here, and two others at different points, in this northern country. They also have a large foundry, machine shop, wagon and cooper shop, a pork packing establishment, a large store of general merchandise, handling \$750,000 worth of goods annually, and employing some thirty clerks, with Mr. Egbert as chief. They have over 1,200 men on their pay rolls by the year. Their land under cultivation at different places foots up to 45,000 acres. They are fitting up a fine trotting park, with a mile track, Capt. Wilson, one of the firm, built at his own expense, a Baptist Church.

Capt. A. Tainter, another member of the firm, has built and furnished a residence and fitted up grounds that would be a credit to any city, East or West. Several fountains in his house and grounds, and a park containing fifteen deer, help to make up the attractions. Mr. J. H. Knapp also has a fine residence, and a garden with fruits, grapes and sweet potatoes, all growing finely. These gentlemen have fitted up things for ornament and comfort in the best manner we saw on the line of the road."

#### 'HARDWOOD LUMBER.

Within ten or fifteen years the curled and birdseye maple timber of the West will be in active demand

throughout the New England, Middle and Southern States for cabinet ware and furniture purposes throughout the east, but either the demand so far exceeded the supply or the taste changed, and at the present time walnut is the style. The supply of walnut, mainly obtained from Indiana, is decreasing. Indianapolis and Toledo are now the great business centres for walnut lumber. The northern half of Indiana has been already stripped of its walnut timber, and the saw mills have been removed to the southern portion of the state to consume what is still left standing. Musical instruments, furniture sets, sewing machines, and nearly every article of fashionable construction now in use, including fashionable coffins, all over the east and south are made of walnut. Annually the price of this lumber rises, and as it grows dearer and scarcer it is beginning to be quoted in European markets. Last year New England alone used 26,000,000 feet of walnut lumber in furniture musical instruments, sewing machines, house trimmings, decorations and coffins. The present rate of consumption of this timber will, within from ten to fifteen years, compel the adoption of some substitute, and curled and birdseye maple—of which there are large quantities in the forests of Michigan, Wisconsin, Iowa, and in portions of Canada—must be utilized. There will be no alternative. The maple timber of Graitot, Midland, and Isabella will be a cash commodity. Europe, for years past, has been drawing more and more largely upon American forests for timber and lumber, especially hardwood varieties, as witness the shipments from this village of large quantities of oak wainscoting for the Liverpool market. For many purposes it is superior in quality to any varieties that grow there. In ship-building, while iron enters much more largely into the construction of vessels than ever before, much timber and lumber is necessarily used. Eng-



land alone has 19,182 sailing vessels engaged in active commerce, with a tonnage of 2,366,327; also, 2,538 steamships with a tonnage of 2,382,146; the commercial navies of the day number a sum total of 56,727 sailing vessels, measuring 14,563,839 tons, and 4,333 steamships, registering 3,680,670 tons. In the United States, and sailing and steaming under the United States flag, are 7,092 sailing vessels, with a tonnage of 2,272,120, and 420 steam vessels, with a tonnage of 401,043. The inland commerce of the great lakes forms no inconsiderable part of this estimate. Iron, like timber, must first be obtained before it can be used, and the demand is greater than the supply. Pig iron is now an export from the United States to Great Britain. Railroads use immense quantities of iron. Agricultural implements require vast yearly quantities. The consumption of various kinds of hardwood lumber in the United States annually for furniture alone, is an immense business, and amounts to vastly more than many people are aware of. In fact, there is little if any timber of any kind now growing or standing anywhere in the United States that is not valuable and worth money. Maine, Wisconsin, Minnesota, and Michigan are four states a principal source of whose wealth primarily consists in the timber and lumber business, interests, and industries. Hence the timber interests of Gratiot are of no mean importance, and those now owning choice standing trees should look well to the future before sacrificing them. Every year from this time forth will almost double their value. No handsomer woods exist in the world than our so-called native woods, and a proper appreciation of their worth is beginning to be felt.—*Gratiot Journal*.

## Cross-Cuts.

Every lumberman will recognize the propriety of our using "cross-cuts" for "heading" in this department. It will contain generalities be they never so glittering. We want all sorts of lumbering items, personals and perquisites—subscriptions and advertisements not rejected—anything but "old saws." Send us news regardless of expense—postage prepaid—for as Frank Blood, a jolly raftsmen on the Wisconsin would say, "we don't care anymore for a dollar than a farmer does for a yoke of cattle."

The Wisconsin Valley Railroad will soon rank as one of the great lumber freighting lines of the country.

It is said that the Chippewa lumbermen are cutting out a 60 mile road up the Flambeau River. [From the line of the Wis. Central?]

It is stated that the Green Bay & Minnesota (Green Bay & Lake Pepin) railroad will run through trains on or about the 15th of October.

Laboring men receive higher wages better living and more congenial diversity of labor in the pineries than in any other localities that may be mentioned. The climate and work is particularly beneficial to health and longevity.

Last winter fair logging operations were carried on, at a certain locality on the Wisconsin river, where twenty years ago the timber was only suitable for car-

At least 2,000 subscribers will receive the November number of THE LUMBERMAN. Advertisers note the fact.



poles; the fact indicates that pine grows with astonishing rapidity.

The manufacture of hardwood lumber is as yet an unimportant portion of the business of northern Wisconsin; but the magnificent forests of Oak, Ash, Maple, Lynn, Butternut and other valuable timber will be utilized now that railroad development is affording facilities for transportation.

Hon. A. S. McDill, Hon. Mat. Wadleigh, W. J. Clifford, Mr. Alford and D. B. Robison formed a quintette of Wisconsin river lumbermen at the Newhall one day, not long since. Congress, "what might have been," Greeley elector, a thousand acres of cotton, and first-class busi-qualifications, were all represented in this "bunch of fives."

We advise tourists in search of excitingly dangerous travel and picturesque scenery, to undertake a bateau voyage from the head-waters of the Wisconsin to its junction with the Mississippi. Probably no river on the continent, east of the Rocky Mountains, has such wonderful rapids and certainly the scenic effect at such localities as the "Dells," "Peyton Wells," "Steam Boat Rock" and "Bogus Bluff," is unexcelled.

Manufacturers in the Wisconsin, Black and Chippewa river pineries will, ere long, receive and fill orders as billed to them from the farmers of the prairie states. Railroad facilities furnishing means of transportation our manufactures who now float such immense quantities of lumber to market in the raft, will become retail

dealers to a certain extent and will divide with farmers the profits now secured by the middlemen.

The Stevens Point *Journal* reports activity:

"THE MILLS.—The saw mills are all running to their fullest capacity, and one or two of them night and day. A gentleman well conversant with the capacity of each mill, and the amount of business they have been doing the present season, estimates that they will have manufactured 30,000,000 feet before cold weather puts a stop to operations. We have little doubt but that within three years we shall have mills within the city limits that can and will manufacture from 70,000,000 to 100,000,000 feet of lumber each season."

"Pine Knot Library Association" is the style of an organization for mental improvement and culture at Wausau. Lute A. Taylor delivered his lecture on "Margaret Fuller" before the association and introduced his remarks by saying "Tha-tha-that wh-when he b-b-bid his wi-wife goo-goo-goo-good bye, sh-she tol-o-o-told him to P-p-p-pine Knot." It is hardly necessary to add that while Lute is possessed of an extraordinary flow of language he is also noted for "p-p-poor d-de-delivery."

The early pioneers of the Upper Wisconsin must have been "bully" fellows, for mark their original appellation of some of the principal rapids. "Little Bull," "Big Bull," "Jenny Bull," "Grandfather Bull," and "Bull Calf." In the days when pinery maidens wore the never-to-be forgotten waterfall, we heard a popular Methodist Divine make the remark that he supposed "Jenny Bull

had the greatest water fall of any of the family." That preacher has moved east.

If any class of manufacturers are directly interested in cheapening railroad transportation and in regulating the tariff of freights proportionately with distance, it is the Lumbermen of our state. There should then, be a bond of sympathy and unity between our lumber manufacturers and the Grangers, with concerted effort of action in the important "sanitary" movement so auspiciously inaugurated, for the benefit of the body commercial and political, by the farmers of the land.

James R. Luce of Stevens Point, Wis., is the inventor and patentee of a new thing in the way of inserting teeth in rotary saws. Mr. Luce, patent is pronounced superior to any other form or process of that work and will undoubtedly supercede other patents for inserting saw teeth; in fact, there is a prospect of the inventions really answering the purpose for which it is intended. If Mr. Luce's saws can be proved safe and durable, of course economy would guarantee their use in place of the rotarys now in our mills.

The Pestigo Company's Mill has a capacity of 350,000 feet of lumber in 12 hours. We believe the mill sawed as an experiment of its utmost cutting power, 365,000 in 11 hours.

The demand for lumber increases, it is estimated, in the United States at the rate of 25 per cent. per annum. The decrease of forests, at the rate of 7,000,000 acres per year.

The lumber market is improving slowly but with a certainty which indicates remunerative prices before navigation closes.

The *St. Paul Dispatch* of Sept. 19, professes to expose a "gigantic pine-land swindle" perpetrated on the Indians of the Leech Lake Reservation. The "swindle" was accomplished last November and age probably gives color to this affair, as in all other cases. It is claimed that \$1.50 per M., stumpage was given the Indian Agent for timber worth from \$2.50 to \$4.00 per M. Undoubtedly wrong, great wrong, is heaped upon the Indians by agents and the government through laxity of regulations, but the cases are invariably grossly exaggerated and we presume the *Dispatch's* expose is no exception to the general rule.

The *Lumberman's Gazette*, Mich., gives facts in relation to estimates of timber, that may be of value to owners of pine lands:

"A tract of 2,400 acres of pine land, located in Lapeer county, was sold by parties in the Saginaw Valley, two years ago for \$72,000, estimated to contain 40,000,000 feet of logs. The purchasers erected a mill on the tract and commenced cutting. After making very careful estimates they found it would yield 80,000,000 feet, and have sold the undivided one-half of the tract for \$72,000, the price paid originally for the whole. A Saginaw party sold about two years ago a tract of 640 acres, located on the line of the J. L. & S. R. R., for \$2,800, which was said to contain 3,000,000 feet of logs. The purchasers looked over the tract carefully and found that it would produce 5,500,000 feet, and one year after sold it for \$9,600. The present owners claim it will yield

8,000,000 feet, and its actual value they fix at \$20,000. We mention this to show that lumbermen sometimes make wild estimates regarding standing pine in this state."

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In a recent number of the *Hudson True Republican* we find the following:

"Gov. Washburn, Senator Hixon, and other light-weight champions of the West Wisconsin road, and of La Crosse, have long been engaged in lumbering on Black River, which was formerly frequently navigated by steamboats up to Onalaska and Melrose. These log men have constructed booms at the mouth of the river, which completely obstruct the steamboat navigation. The Milwaukee *Wisconsin* says:

We learn that responsible parties have decided to put a small steamer into Black River to run between Onalaska and the depots of the Southern Minnesota, Chicago, Dubuque and Minnesota, and Milwaukee and St. Paul Railway companies in Minnesota, to convey freight and passengers between the respective points. The river is said to be greatly obstructed with booms, but under the acts of Congress boats navigating rivers have the paramount right to the use of water, and the booms will have to be removed at once."

The article credited to the *Wisconsin* and apparently endorsed by the *True Republican*, conveys at least a wrong impression, if indeed the statements are not entirely erroneous. We should conclude, upon reading the paragraph, that Messrs. Washburn, Hixon and others had without leave of the legislature of the state completely obstructed navigation on the Black River and that as a "small steamer" was about disturbing the water of that noble piny stream the

aforesaid gentlemen and lumbermen would be immediately compelled to remove their booms, as the *Wisconsin* expresses it "at once." As the Black is a large river, it has undoubtedly been meandered by U. S. survey and become thereon a "navigable" stream. Allowing that to be the case, it would seem hardly probable that booms have been constructed by capitalists without the requisite charters and permission of the state legislature. It follows that if steamboat navigation has been seriously obstructed, that way for rafts is also blockaded; a very improbable circumstance. The legal facts, as we understand them are that all obstructions to navigation placed in or over a stream declared navigable, is expressly prohibited, *unless* so placed under special authority or permission of the legislature; and the fact that a stream has been meandered and returned by the U. S. surveyors is not conclusive evidence that the river is navigable, but it merely declares that no obstruction shall be placed in or over them without legislative authority. Undoubtedly the *Wisconsin* article was written under a misapprehension of all the facts in the case, or at least cannot intend conveying the impression that the Black River Booms are to be removed at once.

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ILLUSTRATIONS will, in future numbers of THE LUMBERMAN, occupy prominent space. We intend keeping our readers well posted in relation to all improvements in machinery particularly used throughout the northern pineries, and shall illustrate only those possessing real and tested merit.

## PATHETIC BALLAD OF A SHANTY BOY.

WRITTEN FOR THE WISCONSIN LUMBERMAN BY W. N. ALLEN.

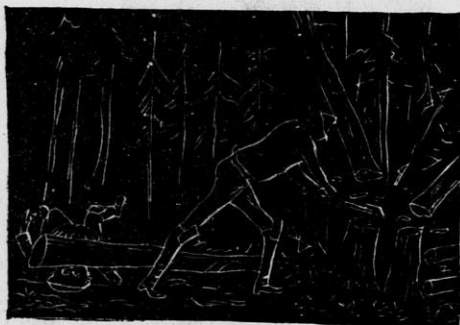
ILLUSTRATED BY W. H. BISHOP.

(The following production emanates, to use the author's own words, "from the pate of a jolly craftsman on the Old Wisconsin."—Ed.)

Every girl she has her troubles, every man likewise has his,  
But there's few can match the agony of the following story, viz:  
It relates about the affection of a damsel young and fair,  
For an interesting Shanty Boy upon the Big Eau Claire.

This young and artless maiden was of noble pedigree,  
Her mother kept a milliner shop in the town of Mosinee.  
She sold waterfalls and ribbons and imitation lace,  
To all the high-toned people of that gay and festive place.

This Shanty Boy was handsome and a "husky lad" was he;  
In summer-time he tail-sawed in a mill at Mosinee  
And when the early winter blew its cold and biting breeze,  
He worked upon the Big Eau Claire, a-chopping down pine trees.



"He worked upon the Big Eau Claire, a-chopping down pine trees."

He had a heavy moustache and a curly head of hair.  
A prettier man than he was, never saw the Big Eau Claire.  
This aforesaid milliner's daughter, he loved her long and well,  
But circumstances happened and this is what befell.

The milliner said a Shanty Boy her daughter ne'er should wed;  
But Susan did not seem to care for what her mother said.  
So the milliner packed her ribbons up and went and hired a hack,  
And opened out another shop way down in Fond du Lac.





"The milliner said a Shanty Boy her daughter ne'er should wed."

Then Sue was broken-hearted and weary of her life,  
For she dearly loved the Shanty Boy and wished to be his wife  
And when brown autumn came along and ripened all the crops  
She lighted out to Baraboo and went to picking hops.

But in that occupation she found but little joy;  
Her thoughts were still reverting to her dear Shanty Boy.  
She caught the scarlet fever and lay a week or two  
In a suburban pest-house in the town of Baraboo.



"But in that occupation she found but little joy."

And often in her ravings would she tear her auburn hair,  
And talk about that Shanty Boy upon the Big Eau Claire.  
The doctors tried, but all in vain, her hapless life to save.  
Now millions of young hop lice are prancing o'er her grave.

When the tidings reached the Shanty Boy his business he did leave;  
His 'motional insanity was fearful to perceive.  
He hid his saw in a hollow log and traded off his axe,  
And hired himself for a sucker on a fleet of Sailor Jack's.

But still no peace or comfort he anywheres could find,  
That milliner's daughter's funeral came so frequent to his mind;  
He often prayed that death would come and end his woe and grief  
And grim Death took him at his word and furnished him relief.



"But grim Death took him at his word and furnished him relief."

For he fell off a rapids piece on the Falls at Mosinee;  
And ended thus his faithful love with all its misery.  
The bold Wisconsin river rolls its waves above his bones,  
His companions are the cat-fish and his grave a pile of stones.

The milliner she is bankrupt; her shop is gone to rack  
She talks quite strong of moving away from Fond du Lac.  
For her pillow oft is haunted by her daughter's auburn hair,  
And the ghost of that young Shanty Boy from up the Big Eau Claire.



"For her pillow oft is haunted by her daughter's auburn hair,  
And the ghost of that young Shanty Boy from up the Big Eau Claire."

And this should be a warning to other maidens fair  
To take no stock in shanty boys upon the Big Eau Claire.  
But seek for solid comfort and bliss without alloy  
And play their points according for some one-horse farmer's boy.

## THE STATE FAIR.

*A Pinery Man's Experience Thereat—Everything and Everybody a Complete Success, even the Side Shows and Gambling Devices.*

'So many first-class persons patronize the Milwaukee & Northern Railway that I came to the conclusion, after arriving at Green Bay, that my first twenty-dollar non-loanable-to-wall-street-gamblers note should be broken by the ticket agent of that company. The agent looked covetously at the change he was about handing me and asked how I would trade it for the Northern Pacific railroad and the banking firms of Jay Cooke & Co. You see he knew I was from the woods and didn't suppose I had seen a newspaper since the time everybody bought one in '71 after Chicago had proved the futility of blast furnace heat in comparison to that of a really first-class conflagration. The insult to my financial capacities and general intelligence was loud; but I merely looked my indignation and was content with calling him the mercenary agent of a bloated and bloating monopoly; I didn't even retaliate by attempting to walk to the Fair, and consequently arrived in Milwaukee at 12 M., just in time to decline over 300 kind invitations from prominent citizens—they must have run strongly to uppers for they all owned nice carriages—to ride to any part of the city for half a dollar; I said repeatedly that I had not the honor of their acquaintance and was not their friend. So I walked, and presently came to Oneida street bridge; a steam tug had just passed and stired the—the,

well it came up strong and smelt so differently from the odor of the grand old pines when they are stired by the summer winds. I told my wife when I left home that if I found anything very remarkable and it didn't cost much, I would bring her some; but I am not going to carry any of that, cheap as it is. I found the hotel all right and concluded to take a bath after crossing that river; so I made all the inquiries sufficient to guide me and presently was face to face with a nice looking girl who assured me I had not made a mistake—as I supposed—and that a bath was at my convenience. She led the way and after ushering me to my apartment brought towels, soap, let on the water, and—horrors! the thought struck me that perhaps she calculated to stay there and help arrange my simple toilet. I just made up my mind if she did that I could escape by claiming that I only wanted to wash my hands and face, and thus cause her to think I was not a married man and at the same time promulgate a wholesome lesson in virtue and morality; however, my fears were groundless for she quietly disappeared and my thoughts were soon changed by my accidental discovery of the remarkable difference in the temperature between the boiling water from one faucet and the icy coldness of that from the other.

But my back isn't scalded much. The event of Tuesday was Dr. Wight's reformation; we don't mean exactly the reformation of that already good man, but a new deal politically where cold decks are never to be rung in, inaugurated by that

gentleman. The Dr. held a full hand with "Abolition of the Presidency" at the head, and strengthened it by an eloquent and illogical speech. One facetious individual came as a self constituted delegate with three or four bushels of hay seed in his pockets and a small load of timothy under each arm. He advocated equalization of the grasses and wanted the fact incorporated in the resolutions that blue-grass was just as good a feeder as any of the short-horns. He believed in "stock" raising and claimed to be one of the greatest bulls of the exchange, beef to the heel and every third rib a cracker. He was led to a reserved seat on the curbstone. However, the Grand Opera House may now be considered the Cradle of Liberty and Faneuil Hall forgotten.

But I came from away up among the pines on purpose to visit the

#### STATE FAIR

and so I will give my ideas thereon without farther digression. As you go in the entrance patronized by the carriages the first object that is conspicuous—aside from the primitive wildness of the lowlands—is the habitation of Mr. Giant and Mrs. Giantess. One of those miniature vagabond Bohemians told me privately that the couple were tall; "why, yer see they can't stan up in the tent an so most of em is in a well they dug on purpose." I started to see the wonder and as I was about going in a mustached fellow said "tickets?" I showed him a card which said admit &c., "complimentary." "No dead beats here, not any" said my faithful door tender and as I

turned to respond to a vigorous pull at my coat tails my Bohemian suggested "side show." I was a little bewildered but came to my senses in time to ask a committee man where the State Fair was. He was a dark complexioned man wearing a blue ribbon and of course his countenance showed to disadvantage; and I didn't ask him again. In the vernacular of our pinery, I then pulled far enough to the left to avoid the side shows but came near sticking on a much worse place, that of the almost innumerable gamblers and theives who had taken possession of the ground in front of the buildings occupied with the agricultural and horticultural products on exhibition. There scores of individuals plied nefarious schemes for swindling and robbing all verdants who could be induced to hazard; immense crowds swarmed round these places and we saw many very young boys and even girls "trying their luck," as they supposed, in the various games. The faro and bunko hells of Chicago are respectable in comparison to the operations permitted on the fair grounds. We will mention one incident as an example of hundreds observable. A sleek, oily, diamond emblazoned individual had induced a country boy to "put up" with him in buying chances at dice throwing where large sums of money were to be secured if certain numbers were thrown; the boy of course lost repeatedly and was told by the "cap-per" we must keep on "so as to get our money back." The boy finally refused to "go in just once more" because as he said, "I havn't a cent



left." We noticed several instances where *children* were squandering their little spending money at these different tables. Yet the State Fair programmes, in token of wondrous morality, for-bids all pool selling at the races. Oh, conscientious moralists who officer the State Agricultural Association, thy appreciation of civil and moral law is worthy of a premium! After I got fairly started (a serious pun intended) there was no limit that day to the variety and extent of my sight-seeing. The Mechanics, Agricultural, Horticultural and Fine Art Halls were filled with the products of their respective devotees; and I enjoyed the tokens of Agricultural prosperity and mechanical ingenuity ever so much notwithstanding the repeated efforts of a red-sashed fellow to detract my attention by yelling at the highest pressure he could steam up to, "trials of speed at 2 o'clock; Gen. Butler will be on the grounds at 4 o'clock!" Now the declaration that Gen. Butler would be on the grounds at 4 o'clock was positive enough but hardly as definite as one could wish; for how could a person who hadn't seen a morning paper or had neglected to look over the the twelve hundred arrivals at the Newhall, know whether the horse, bull or man Butler was to be on exhibition precisely at the time specified? I finally concluded it must be the horse and wended my way to the grand stand and took a rest just in time to see "Badger Girl" get away with two straight heats, pretty well contested. Several individuals noticing my good clothes naturally supposed I was well informed or in authority somehow—

they probably never noticed the slouchy appearance of Carpenter, Butler or Doolittle—and asked me if I could tell them when Gen. Butler was going to trot? I gave out that Butler was expecting to trot inside of three minutes; the result was that about all the Grangers on the grand stand mistook this or that horse coming up to the wire for the General, and more than one of the mares was greeted with applause through a misapprehension as comical as incorrect. All this time the General was really doing his trotting at a different portion of the grounds and the people were still debating on Butler and the beast. That red-sashed fellow has done great injustice to both the Gen. Butlers and should stand corrected. The display of horses, cattle, sheep and swine made me wish I hadn't skipped Virgil's Georgics, that I might now quote something appropriate to the occasion. It was while viewing the magnificent horses on exhibition by H. B. Sherman that George Washington of the *La Crosse Liberal Democrat* finished his earthly mission. The imported Percheron Stallion only weighs 1,800 lbs, and while George was coolly viewing his immense proportions with a view of getting up some lie to beat the Danbury man, the hostler told his assistant to feed the horse a peck. Of course the assistant obeyed orders and I had barely time to say good-bye and drop a weep as Peck disappeared in that dappled Percheron.

There wont be any funeral  
And so I'm going home.

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Send THE LUMBERMAN statistics.

## THE LUMBER MARKET.

A review of the lumber market for September affords substantial encouragement to manufacturers, inasmuch as a considerable advance in prices has been obtained, the market has held firm, and in common lumber and shingles the demand has been greater than the receipts, if not the actual supply. True, increased rates in freights has caused an immediate advance in prices, but the present buoyancy of the market is also attributable in part to the fact that dealers are beginning to realize that there is no probability, indeed no possibility, of an overstock, and that present indications most emphatically endorse the opinion that navigation will close on the rivers and lake with a really limited supply in the yards. The fact, also, that manufacturers are not sawing at any wheres near full capacity, and that logging operations are to be materially lessened this winter, is extremely favorable to an advance, which is now certain, and which would be more rapid but for the strenuous efforts of the Chicago and St. Louis dealers.

A comparison of the receipts and shipments at the Chicago yards from January 1st, 1873, to Sept. 15th, and a corresponding time in 1872, will afford information well worth considering:

Receipts from Jan. 1st to Sept. 15th, 1873.

|                  |             |
|------------------|-------------|
| Lumber, ft.....  | 801,942,000 |
| Shingles, M..... | 364,572     |
| Lath, M.....     | 69,584      |

Receipts from Jan. 1st to Sept. 15th, 1872.

|                  |             |
|------------------|-------------|
| Lumber, ft.....  | 850,073,000 |
| Shingles, M..... | 387,601     |
| Lath, M.....     | 82,925      |

It will be observed that the receipts for 1872 are considerable more than in 1873, while the following record

will show that the shipments of lumber in 1873 exceeded that of 1872 by over 1,000,000 feet:

Shipments from Jan. 1st to Sept. 15th, 1873.

|                  |             |
|------------------|-------------|
| Lumber, ft.....  | 395,773,000 |
| Shingles, M..... | 282,446     |
| Lath, M.....     | 37,275      |

Shipments from Jan. 1st to Sept. 15th, 1872.

|                  |             |
|------------------|-------------|
| Lumber, ft.....  | 277,259,000 |
| Shingles, M..... | 605,450     |
| Lath, M.....     | 35,315      |

The Chicago *Tribune* market report considers the upward tendency to result mainly from the advance in freight rates; the argument is correct so far as it pertains to the advance noted the second week in September, but a study of the statistic's given show the real causes of the steady advance now obtaining to result from increased demand. Close of navigation will undoubtedly witness a scarcity of lumber in the hands of the Chicago and Mississippi River dealers and increased values will be the certain result. The latest reports are; an active and increasing interior demand for all grades of lumber, but more particularly common, and acknowledged scarcity of shingles.

Berthold & Jennings circular of Sept. 15, reviews the St. Louis market as follows:

"We have very little further actual improvement to note in white pine transactions, and none whatever as regards prices. Operations are freer and less imbued with the speculative character that was their principal feature during the summer months. A good many have taken advantage of low prices and increased their stocks whilst others have waited expecting a break. We continue to quote Chippewa at \$13 to \$15 and \$16 afloat; Minneapolis same; Wisconsin \$13 and \$16 to \$28 for very choice. Shingles in demand \$3.75, and lath at \$2.50 to \$2.75 on raft.

Levee and depot transactions are fairly active but devoid of any special attraction.

Yellow Pine—Flooring dry and green are in small supply, and all offerings thus far have been placed without difficulty at quotations. Green flooring has not begun to arrive freely as yet, and prices are not fairly established; quotable at \$25 and assorted. Dry flooring ranges from \$27 to \$28 for first and second rates, and \$16 to \$17 for third rate. Dimension mill run continues dull at \$14a16. Sales: 2 cars green flooring \$17; 2 do at \$24 and \$15; 3 do \$25 and \$13; 1 do \$25 and \$15; 1 do \$26 and \$15; 5 do dry \$27 and \$15; 3 do \$28 and \$17."

The following prices are about the average obtaining the last few days of September at the Chicago yards:

At many of the yards the demand is very active, the bulk of the trade being on interior account, and for common lumber, lath and shingles, while other dealers report their business about the same as it has been, and not particularly active. Prices are strong, especially for shingles, which are very scarce, and are advancing. We quote:

|  |         |        |
|--|---------|--------|
| First clear.....   | \$50 00 | @53 00 |
| Second clear, 1 inch to 2 inch.....  | 47 00   | @50 00 |
| Third clear, 1 inch.....   | 38 00   | @40 00 |
| Third clear, thick.....  | 43 00   | @45 00 |
| Clear flooring, 1st and 2d together, rough.....                              | 38 00   | @40 00 |
| Clear siding, 1st and 2d together.....                                       | 22 00   | @28 00 |
| Common siding.....   | 15 00   | @20 00 |
| Common flooring, dressed, first.....   | 33 00   | @35 00 |
| Common flooring, dressed, second.....  | 28 00   | @30 00 |
| Wagon-box boards, selected, 14 inches and upward.....                        | 36 00   | @38 00 |
| A stock boards.....  | 36 00   | @38 00 |
| B stock boards.....  | 27 00   | @30 00 |
| C stock boards.....  | 15 00   | @18 00 |
| Common boards.....   | 12 50   | @13 00 |
| Joist, scantling, small timber, fencing, etc., 16 feet and under, green..... | 12 50   | @13 00 |
| Joist and scantling, 18 to 24 feet.....                                      | 14 00   | @20 00 |
| Pickets, square.....   | 13 00   | @15 00 |
| Pickets, flat.....   | 12 00   | @13 00 |
| Cedar posts, split.....  | 14 00   | @18 00 |
| Cedar posts, round.....  | 17 00   | @25 00 |
| Lath.....  | 2 25    | @2 50  |
| No. 1 sawed shingles.....  | 1 50    | @2 00  |
| A or Star.....   | 3 37½   | @3 50  |
| Shingles on track.....   |         | @3 50  |
| No. 1 sawed.....   | 1 25    | @1 50  |

Three dollars per car to be added when transferred, which charge follows the shingles.  
Thickness—Five shingles to be two inches in thickness.  
Length—Sixteen inches.

## HARDWOOD.

Black Walnut—Counters, \$100.00@150.00; clear, \$65.00@85.00; common, \$35.00@50.00; cull, \$20.00@35.00; flooring, \$30.00.

Ash—Clear, \$28.00@40.00; common, \$16.00@25.00; cull, \$10.00@15.00; flooring, \$30.00@40.00.

Oak—Clear, \$26.00@40.00; common, \$16.00@25.00; cull, \$5.00@15.00.

Hickory—Clear, \$28.00@50.00; common, \$20.00@35.00; cull, \$12.00@18.00.

Maple—Clear, \$22.00@35.00; common, \$16.00@25.00; cull, \$10.00@15.00.

Butternut—Clear, \$35.00@60.00; common, \$20.00@30.00.

Cherry—Clear, \$40.00@60.00; common, \$15.00@35.00; cull, \$12.00@18.00.

Whitewood—Clear, \$30.00@40.00; common, \$20.00@25.00; cull, \$10.00@16.00.

Wagon stock—Hickory axles, per set, \$1.00@1.50; wagon poles, each, 45@55c; box boards, \$30.00@40.00.

Florida red cedar, 35c per ft.; mahogany, 30@40c; do counters, 50c; rosewood, 50@80c; white holly, 30c.

## MACHINERY AT THE STATE FAIR.

An Exhibition Worthy of Note—Facts Interesting to Lumbermen, Millmen and Manufacturers—The Firms Represented and the Display of their Machinery.

Mechanic's Hall was a prominent feature of the late State Fair, and the display of machinery was sufficient, at least, to interest one's attention for hours in even a casual examination of the different wonders of inventive genius and skill in mechanism. Prominent among engines was one from the great machine shops of E. P. Allis & Co., Milwaukee; was of 100 horse power, Rocking Valve and Independent exhaust. The engine is particularly adapted to use in flouring mills, and economy in fuel required to run it, a specialty; but 30 lbs. of coal is required as an average in the manufacture of a barrel of flour. The machine shops of E. P. Allis & Co., so widely known as among the larger manufactories of the country, have an established reputation which is worth too much to risk plac-

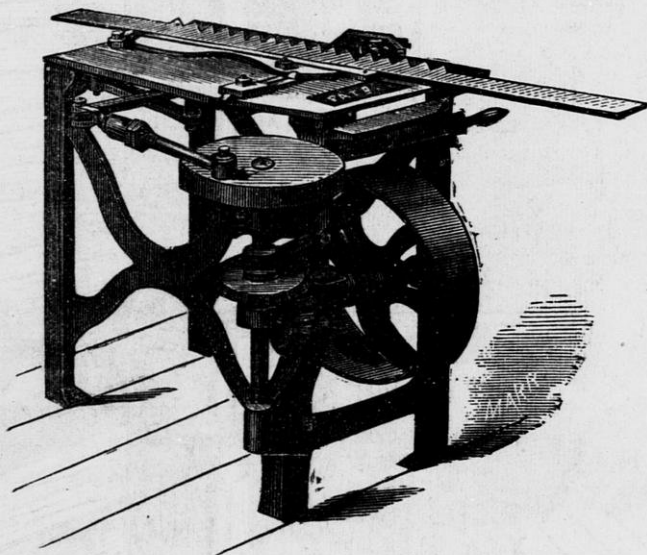
ing inferior productions upon the market, and their stamp is therefore sufficient guarantee of the excellence of any machinery coming from their shops.

As we wish particularly to place before our readers a description of machinery in the line of that designed especially for the consideration of Lumbermen, we will first refer to the exhibition made by

FILER, STOWELL & CO.,

"Cream City Iron Works" Milwaukee; and in giving much description we cannot resist an inclination to also give some information regarding the firm who have here established a Lumberman's Depot which stands without a rival in the Northwest, and who make a specialty of the manufacture of machines for making lumber and its kindred products. The senior partner of the house of Filer, Stowell & Co., has

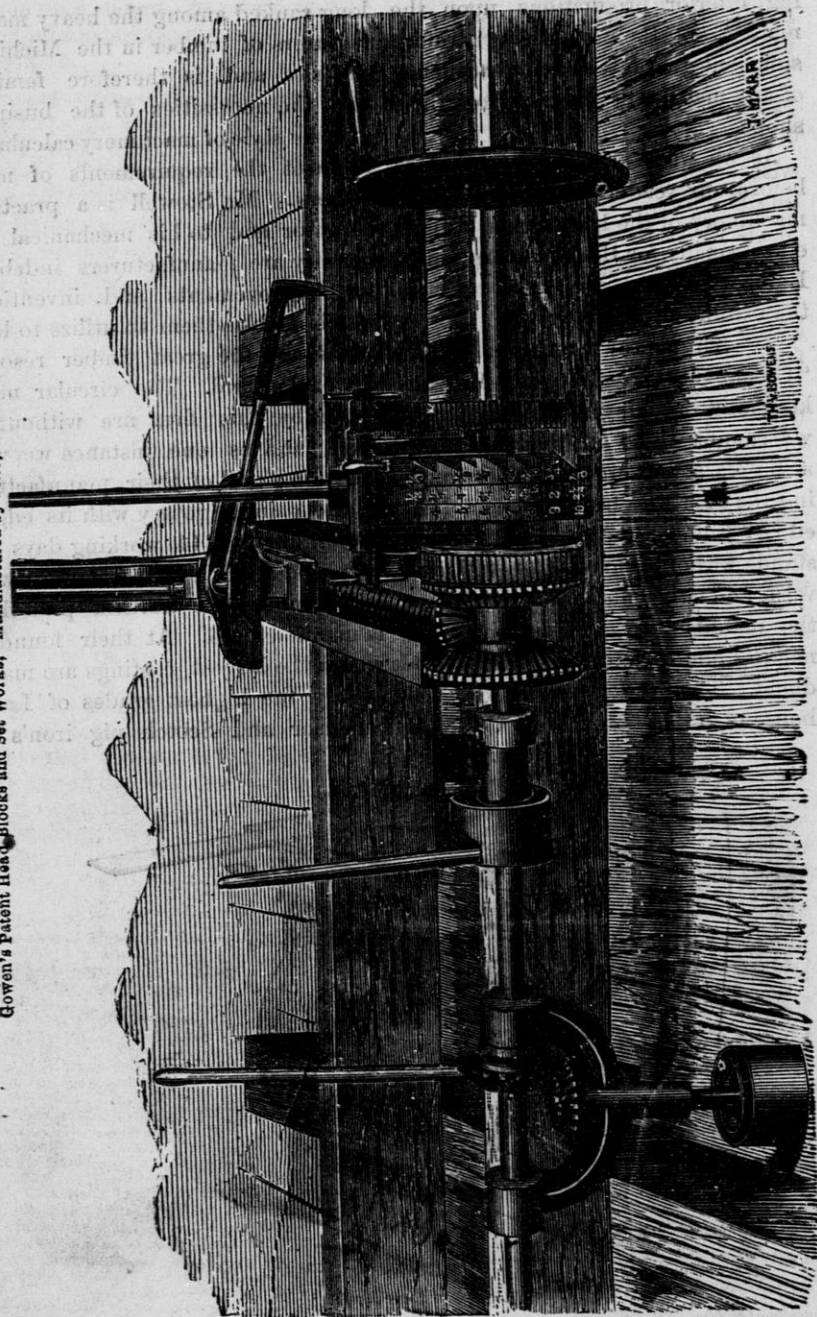
long ranked among the heavy manufacturers of lumber in the Michigan pineries and is therefore familiar with the necessities of the business and the style of machinery calculated to meet the requirements of mill-owners. Mr. Stowell is a practical inventor and to his mechanical ingenuity are manufacturers indebted for improvements and inventions which enables them to utilize to best advantage the great timber resources of the land. The circular mills made by this firm are without a rival; and as one instance we will mention a mill of their manufacture where a single rotary with its edger sawed, during 144 working days of 11 hours each, 8,200,716 feet of Norway pine lumber—the hardest pine that is manufactured. At their foundry where the largest castings are made—only the highest grades of Lake Superior and Scotch pig iron's is



HINKLY POWER SWAGING MACHINE.



Gowen's Patent Head Blocks and Set Works, Manufactured by Flier, Stowell & Co.



T. WARR

T. W. BOWLES

used. The machinery on exhibition at the Fair was all of their own manufacture and consisted of one Gang Lath mill, Stowell's patent; one Beveled Lath mill, Butlers patent; Gowens Head Blocks, now meeting with such favor from lumbermen; one Hinkly Power Swaging Machine. We publish on p.33 a perfect representation of the Hinkly Swaging Machine. Every lumber manufacturer and dealer will be interested because they get better lumber and more of it with the same amount of work. The advantage is, it does the swaging on the under or cutting side of tooth, without altering hook thereof.

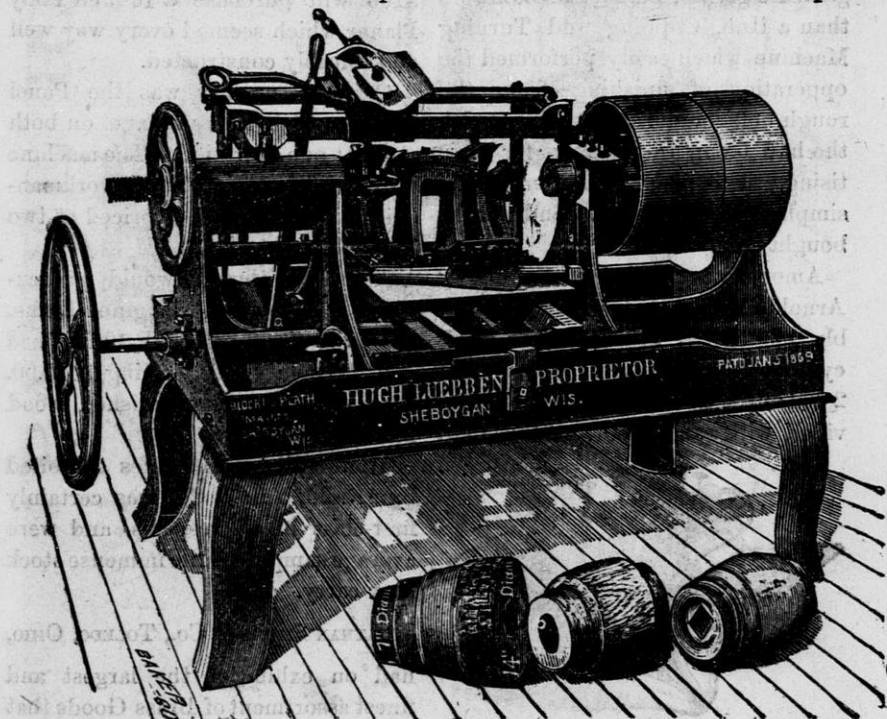
Gowen's Patent Head Blocks and set works are worthy of an extended notice and description

but limited space forbids a special explanation although we herewith furnish a representation of the Head Block and set works which will give a correct idea of their mechanism. In our next issue we shall endeavor to fully illustrate and explain this machine.

One of the largest and best exhibitions made was the result of energetic effort on the part of

ARNOLD, YALE & CO., MILWAUKEE,

who, besides a variety of machinery used particularly in agricultural labors, gave an excellent showing of materials calculated to interest our pinery readers. Indeed, several machine were of sufficient importance to induce more extended description



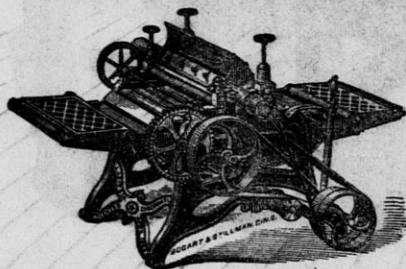
Hub Cupping and Turning Machine.

than we at first contemplated in making our "State Fair notes."

Noticable among their engines on exhibition were "Blanche Arnold," a 12 horse power road and farm engine; "Maj. Cheney," a 35 horse-power portable that furnished motive power for all the machinery on exhibition; and a 40 horse-power statinary engine. These engine were all of superior construction and elegance of finish and were from the celebrated shops at Dayton, Ohio. Messrs. Arnold, Yale & Co., are the western agents of the great Dayton machine shops. Our illustrations give an idea of the principal engines exhibited by this firm.

Perhaps no machine on the grounds gained a greater number of admirers than a Hub, Cupping and Turning Machine which easily performed the operation of finishing—from the rough bolt—a hub in just 30 seconds; the hub being then ready, for mortising. This machine is a marvel of simplicity and durability and may be bought complete for \$700.

Among other machines exhibit by Arnold, Yale & Co., we may favorably mention a 24-inch three knife cylinder planer, endless feed; weight 2,000 lbs. This machine was provided with an exhaust attachment



Three-Knife Cylinder Planer.

for carrying shavings to any desired distance; an improvement which will be immediately appreciated by all planing-mill owners.

A Band Sawing Machine weighing



Band Sawing Machine.

1,000 lbs and costing but \$125, was durably made and elegantly finished. \$105 will purchase a 16-inch Pony Planer which seemed every way well and durably constructed.

Quite a novelty was the Panel Raiser, which raises a panel on both sides at one operation. The machine although displaying much workmanship in construction, is priced at two hundred dollars.

Among Lathes we would particularly mention an Engine Lathe, weighing 2,400 lbs., with 10 foot bed and 21 inch swing, costing \$525.00. Also two elegantly finished wood lathes.

The quality of machines exhibited by Arnold, Yale & Co. was certainly first-class in all respects, and were average samples of the immense stock they carry.

JONATHAN SMITH & Co., TOLEDO, OHIO, had on exhibition the largest and finest assortment of Brass Goods that came under our observation. Their

# PANEL RAISER.

Fig. 1

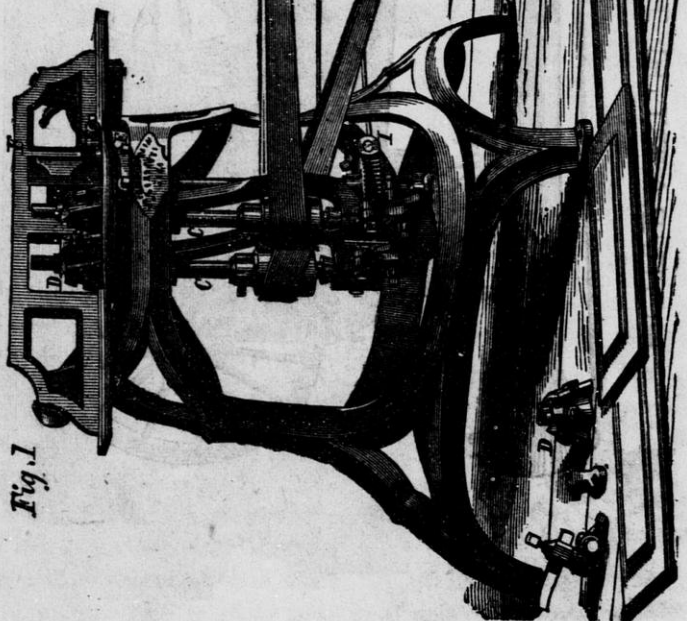


Fig. 2

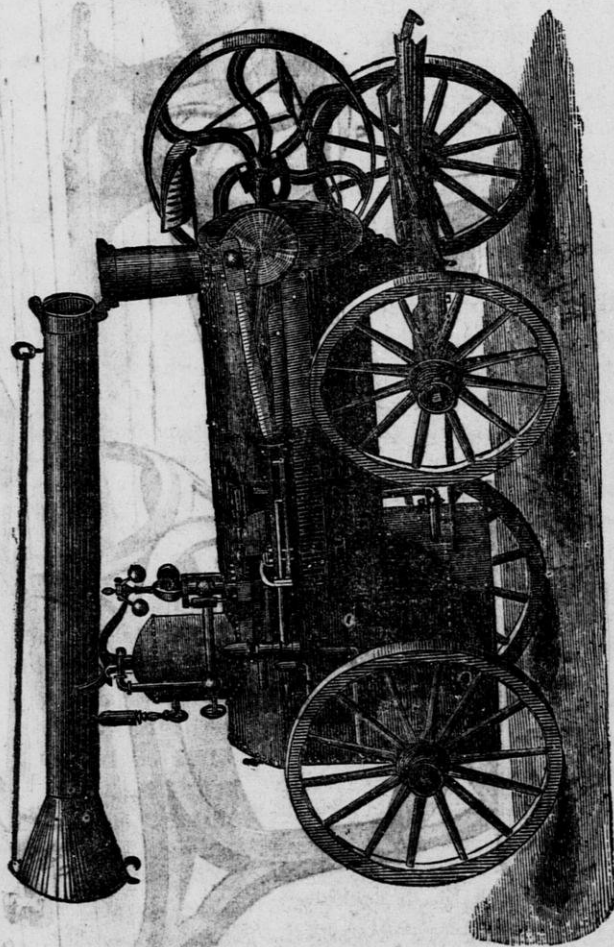


EXHIBITED BY ARNOLD, YALE & CO.

NEW YORK, N.Y.

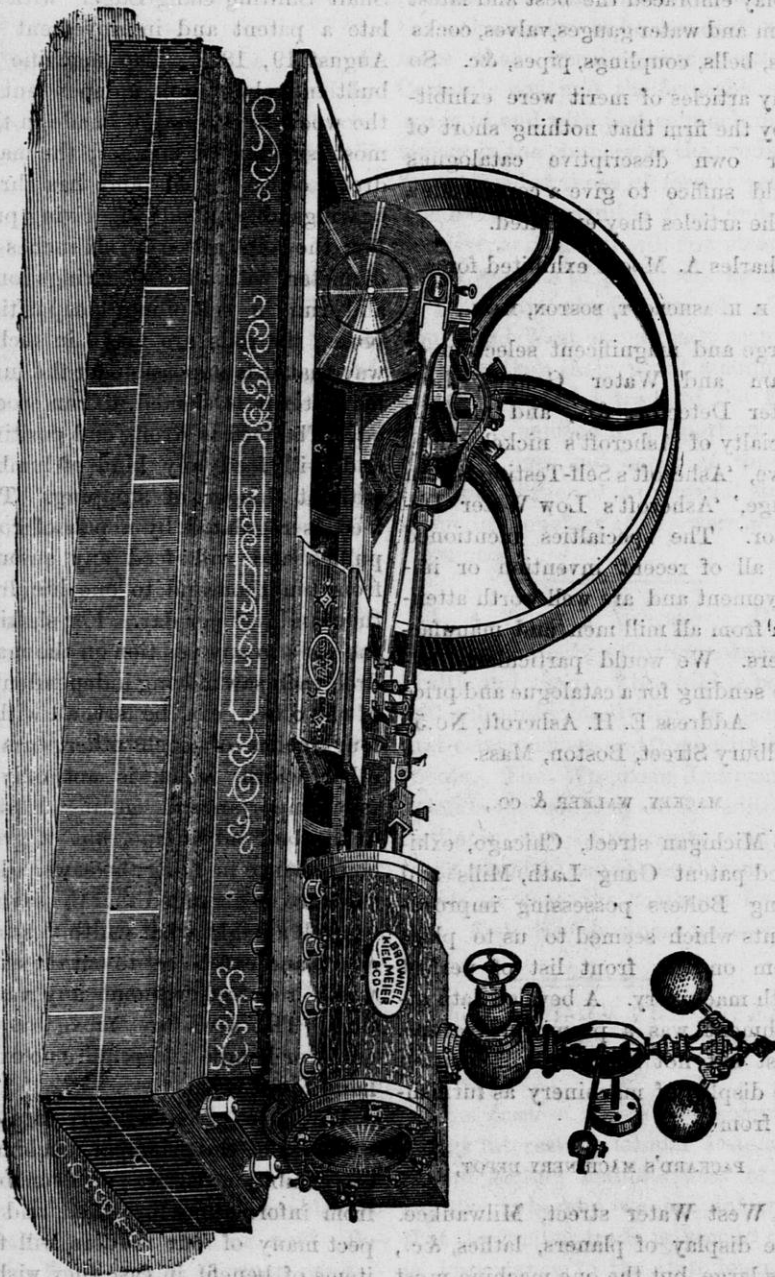


THE "BLANCHE ARNOLD"  
PORTABLE ENGINE.



EXHIBITED BY ARNOLD, YALE & CO.

Forty-Horse Power Stationary Engine, exhibited by Arnold, Yale & Co.



display embraced the best and latest steam and water gauges, valves, cocks cups, bells, couplings, pipes, &c. So many articles of merit were exhibited by the firm that nothing short of their own descriptive catalogues would suffice to give a correct idea of the articles they exhibited.

Charles A. Moore exhibited for

E. H. ASHCROFT, BOSTON, MASS.,

a large and magnificent selection of Steam and Water Gauges, Low Water Detector, &c., and made a specialty of 'Ashcroft's nickel safety Valve,' 'Ashcroft's Self-Testing Steam Gauge,' 'Ashcroft's Low Water Detector.' The specialties mentioned are all of recent invention or improvement and are well worth attention from all mill men and manufacturers. We would particularly advise sending for a catalogue and price list. Address E. H. Ashcroft, No. 55 Ludbury Street, Boston, Mass.

MACKEY, WALKER & CO.,

128 Michigan street, Chicago, exhibited patent Gang Lath, Mills and Gang Bolters possessing improvements which seemed to us to place them on the front list of perfect Lath machinery. A beveled lath attachment was a prominent feature. Last but not least we will mention the display of machinery as furnished from

PACKARD'S MACHINERY DEPOT,

On West Water street, Milwaukee. The display of planers, lathes, &c., was large, but the one machine most important for lumbermen's consideration was the "Cadwell's Hollow-

Shaft Shifting Gang Edger" with as late a patent and improvement as August 19, 1873. The machine is built entirely of iron, independent of the wood work, and is made in the most substantial manner; the mandrel is of cast steel, and has three bearings, one outside of driving pulley; the rolls are iron, six inches in diameter, with all the bearings long, and run in self-oiling composition boxes; the rolls are made in such a way that it is impossible for the lumber, after it is started, to run crooked. The feed is strong and positive, and will feed any kind of lumber without danger of stopping. The feed is regulated by a pair of cone pullies and will feed any amount from ten thousand to one hundred thousand feet per day. For shifting the saws to any position on the mandrel, each saw moving independently of the other, can be set all within four inches of each other, or any other width, which is not only of great importance in cutting lumber to the best advantage, but of great convenience in filing the saws. The saws are so arranged that the sawyer can tell at sight what width they are apart, and can be set to cut the exact width required without any variation. The saws are moved by a crank or handle and require no extra hand to set them.

We have given as correct a description of the principal machinery on exhibition as we were enabled from information furnished, and expect many of our readers will find items of benefit in case they wish to make purchases in line of anything we have here mentioned.

## MONETARY.

The recent failure in the principal eastern cities will be considered by many to foreshadow a general contraction of the finances, which will soon produce great and almost unheard of stringency in the money market. We think that careful consideration of the present condition of the country will dispel such belief, and, in fact, convince the thinking mind that prosperous spring and winter seasons await the business of the land. It is now well known that in the European markets all food crops are short, and that a foreign demand of far more than usual extent has already been created. Indeed, this demand has been so imperative that freights to Liverpool have advanced unprecedentedly. The crops of both the North and South have been unusually large, and favorably secured; the wheat crop being much larger — according to most careful estimates — than was ever before harvested, and the cotton crop of the South will exceed four million bales. Large crops, especially with the present foreign demand, ensure large trade; and both ensure great prosperity to the farmer, the corporation and the merchant. If the great masses of the people prosper, and are supplied with ready money by European demand for their products, why should it concern us particularly whether Jay Cooke or any other speculator is enabled to obtain foreign loans, or not? Because English and German capitalists are becoming wary of gigantic loans to corporation enterprises, does

it follow that American products of the soil are also to be handled with more than usual circumspection? Certainly not; and the favorable season is to end with just as much more money in the country as the products have exceeded those of former years. The foreign demand is fixed and imperative, and money will flow steadily to the pockets of producers as long as they have staples to sell. The South and West are already assured of more than their usual amount of currency, and the trade of the East will be benefitted in proportion. It certainly does not seem as though the possibilities of an unusual stringency in monetary affairs were worth mentioning.

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A. A. SINGER's Milwaukee *Daily Guide* is already evincing tokens of health and vigor. The child is born, and will undoubtedly live to occupy first-class quarters and front counting-rooms. The WISCONSIN LUMBERMAN extends the courtesy of the editorial bottle in case of necessity, and expects similar condolence from the *Guide* in case the maternal font—*alias* first-class business men—runs dry.

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### LUMBERING IN THE DIFFERENT STATES AND TERRITORIES.

The *Lumber Trade* has compiled a very interesting tabular statement of the leading manufactures of the country, whereby we are informed that the lumber trade is second only in importance to the iron business. The article gives the number of operatives employed in lumbering at



163,397. Owing to the difficulty of census taking and classification in lumbering localities, but imperfect returns are made, and we therefore argue that the estimate of employers and employes is far below the actual number. The following table will be of interest and valuable, as at least approximating to the lumber business of the country:

| States and Territories. | Lath, thousand. | Lumber, M ft., | Shingles, thous. |
|-------------------------|-----------------|----------------|------------------|
| Alabama.....            | 1,115           | 97,192         | 1,422            |
| Arizona.....            | .....           | 1,200          | .....            |
| Arkansas.....           | 2,200           | 78,092         | 4,747            |
| California.....         | 2,877           | 318,817        | 103,547          |
| Colorado.....           | 2,770           | 18,625         | 3,675            |
| Connecticut.....        | 813             | 56,482         | 15,510           |
| Dakota.....             | .....           | 3,894          | .....            |
| Delaware.....           | 100             | 13,858         | .....            |
| Florida.....            | 1,400           | 158,524        | .....            |
| Georgia.....            | 1,583           | 245,141        | 1,560            |
| Idaho.....              | .....           | 1,490          | 409              |
| Illinois.....           | 13,650          | 245,610        | 40,928           |
| Indiana.....            | 71,203          | 666,400        | 73,707           |
| Iowa.....               | 47,884          | 325,285        | 97,928           |
| Kansas.....             | 320             | 74,163         | 12,108           |
| Kentucky.....           | 8,050           | 214,075        | 13,573           |
| Louisiana.....          | 8               | 76,459         | .....            |
| Maine.....              | 266,889         | 636,167        | 564,201          |
| Maryland.....           | 5,849           | 96,165         | 3,809            |
| Massachusetts.....      | 873             | 197,377        | 36,456           |
| Michigan.....           | 304,054         | 2,251,613      | 658,741          |
| Minnesota.....          | 49,768          | 342,300        | 137,318          |
| Mississippi.....        | 651             | 160,584        | 5,500            |
| Missouri.....           | 12,970          | 329,676        | 10,442           |
| Montana.....            | 400             | 12,571         | 2,356            |
| Nebraska.....           | .....           | 3,909          | 9006             |
| Nevada.....             | 75              | 5,025          | 700              |
| New Hampshire.....      | 10,383          | 253,434        | 52,225           |
| New Jersey.....         | 3,167           | 101,829        | 3,634            |
| New Mexico.....         | .....           | 6,909          | .....            |
| New York.....           | 87,996          | 1,310,066      | 372,188          |
| North Carolina.....     | 1,530           | 124,938        | 13,186           |
| Ohio.....               | 15,238          | 557,237        | 59,632           |
| Oregon.....             | 7,346           | 75,193         | .....            |
| Pennsylvania.....       | 95,592          | 1,629,631      | 275,273          |
| Rhode Island.....       | .....           | 12,732         | 5,119            |
| South Carolina.....     | 2,500           | 92,098         | 1,200            |
| Tennessee.....          | 5,370           | 204,751        | 11,337           |
| Texas.....              | 623             | 106,897        | 30,209           |
| Utah.....               | 1,138           | 19,741         | 8,061            |
| Vermont.....            | 6,672           | 241,687        | 28,502           |
| Virginia.....           | 4,258           | 144,225        | 614              |
| Washington.....         | 17,000          | 128,743        | 10,450           |
| West Virginia.....      | 197,871         | 76,375         | 5,600            |
| Wisconsin.....          | 102,663         | 1,098,190      | 806,897          |
| Wyoming.....            | .....           | 3,260          | 750              |
| Total.....              | 1,295,091       | 12,755,543     | 3,265,516        |

THE EAU CLAIRE HERALD strikes the key note of truthful argument as follows:

"Within the past two weeks, we

have conversed with two men of two different great lumbering firms—ex-Lt. Governor Pound, of Chippewa, and ex-senator Kingston, of Necedah,—on the subject of the future prospects of lumber manufacture. Their opinions were substantially identical, and in brief, are these:

If the Wisconsin manufactories thrive hereafter, it must be on a different plan of sales than heretofore. Running lumber in river rafts, destroying much by breakage, damaging the percentage necessary in constructing rafts, and rendering the whole of inferior grade because of the grit accumulated in the river; all these drawbacks must be overcome.

The 'middle-men' are making the money; the men who buy rafts on the river-bank, assort, grade, dress, season and sell it to the consumer, at prices giving a large profit, for ready cash, whilst the manufacturer must not only have large outlays in logs months before the manufacture, but almost invariably have to sell on long time.

How is this to be obviated? By carrying lumber by rail, to final destination, and by doing all this grading and seasoning themselves, and receiving the benefit thereof. But how by rail, when there are no railroads to many of the mills,—and at present tariffs, the lumber itself will not sell for as much as the freight bill? Aye, there's the rub!

Freights are brought at a profit from New York to Chicago, 861 miles by the shortest route, for fifty-five cents per 100 lbs. Three weeks ago we saw hundreds of tons of freight in Chicago, just arrived from New York by the several routes, at twenty-eight cents per 100! (Nobody supposes that paid for carrying—but the four competing trunk lines are on a tilt.)

Lumber could be carried by rail, from the mills in the interior of this State, to the prairie countries in the interior of the three adjoining States, on a basis of rate as cheap, pro ra

per mile, as freight can be brought from the seaboard to Chicago. It probably never will be carried much cheaper than at present, until competitive roads or legislative action compels it. "Something must be done."

Whatever is necessary, discreet legislation is all-important. A judicious disposition of the munificent St. Croix land grant, is of vital importance to the whole Chippewa Valley. The whole matter will be re-digested this winter. If the people are awake to their true interests they will send representatives from every district on whom they can rely for legislation that will result in building a road. What company builds it, is of less importance than whether the solid men of any of the cities or villages of the Valley "get a finger in the pie." The C. & N. W. R'y Co. are going to make a mighty effort to secure the grant; and unless a more potent organization than any yet contending, contests for it, that company will be apt to get it; and let us hope that fooling with it will then have been done with. With the right men in the next legislature, better times may come soon, when our lumber firms may all have money to pay laborers, when it is earned; and the thrift of the masses is the great desideratum of the country. We do not remember any crisis when the interests of capital and labor were more identical than in securing another railroad in the Chippewa Valley."

**TIMBER SUPPLY.**—Where it will end nobody knows. Year by year we cut down our no longer unmeasurable forests, and strip the land of its woody wealth. Some one with a weakness for figures tells us that there are 150,000,000 railway ties down in the country. To provide these we have cleared about 7,500,000 acres of woodland. Thirty millions of these ties decay or otherwise perish in a year, and the roads de-

mand the wood of 150,000 acres more. This is only one item in our vast lumber interest. The rolling stock on the roads eats up 360,000 acres more each year, to say nothing of our houses, ships, furniture and fires. These figures are not particularly lively reading, but it is best to contemplate them and consider briefly their meaning. Acute writers upon our lumber supply fix total exhaustion within a score of years. Be this as it may, the fact cannot be disputed that the end is in sight. Economy has been considered a weakness in this country. The time is at hand when economy in our material wealth should be made a virtue instead of a bye-word. Let our scientists show us how to save our wood, and our geologists and machinists show us our stores of iron and their application to our industrial arts. The time will come when we must change from wood to iron, and it would be wise in us to early learn the way.—*Ex.*

## Milwaukee and Northern RAILWAY.

### NEW SHORT LINE.

This New and Popular Line affords facilities to the traveling public which cannot be excelled. It is the shortest possible route between

Green Bay, Milwaukee and Chicago,

And all points beyond.

### SPEED, SAFETY AND COMFORT

Secured by taking the

### New Short Line.

See that your Tickets read via MILWAUKEE AND NORTHERN RAILWAY.

~~42~~ Sure Connections made at Milwaukee with all the different Railway Lines, and with the Detroit & Milwaukee Line of Steamers.

|                        | Express.  | Accom'n. |
|------------------------|-----------|----------|
| Green Bay, leave.....  | 6.45 a m  | 1.10 p m |
| Menasha, " .....       | 7.00 a m  | 2.00 p m |
| Sheboygan, arrive..... | 10.20 a m | 6.40 p m |
| Milwaukee, " .....     | 12.00 m   | 9.00 p m |
| Chicago, " .....       | 4.00 p m  | 5.00 a m |

~~43~~ Passengers by the Express South have three hours in Milwaukee, and return same day. All trains connect both ways at Plymouth for Sheboygan and Fond du Lac.

J. E. FOLLETT, General Ticket Agent.

J. W. CRIPPEN, Superintendent.

E. B. GREENLEAF, General Manager.

J. R. YEILDING, Gen'l Traveling Agent.

# LUMBERMEN'S REGISTER.

The following list is intended to represent every firm in the pineries of the Northwest who are engaged in the manufacture or the buying and selling of lumber, shingles, &c. The list will be published from month to month and names added just as rapidly as we can, through the medium of canvassers, obtain them. We propose making this Register perfect in all its details, but of course several months must necessarily elapse before we can hope to obtain anything like a full and complete list.

The Register will prove of much benefit to lumbermen generally. Names will be classified as nearly as possible in accordance with post-office address. We desire the assistance of lumbermen in correcting and making complete this department. Send us names of all reliable firms in your locality.

|                                       |                   |                            |                |
|---------------------------------------|-------------------|----------------------------|----------------|
| Hall A & Co.,.....                    | Ahnapee           | Deniston J C,.....         | Cadiz          |
| Young D,.....                         | "                 | Deniston C R,.....         | "              |
| Jewett Lawrence & Co.,.....           | Algoma            | Martin & Deniston,.....    | "              |
| Sawyer P,.....                        | "                 | Staines J M,.....          | "              |
| Lane F,.....                          | "                 | Bock,.....                 | Calumet        |
| Pretz Z,.....                         | Alma              | Edwards J & Co.,.....      | Centralia      |
| Reynolds & Tibbetts,.....             | Alma Centre       | Garrison & Blinckley,..... | "              |
| Phillips Dr,.....                     | Appleton          | Jackson H W,.....          | "              |
| Yorker S. J.,.....                    | Arena             | Lefevre H,.....            | "              |
| Goodrich J & Co.,.....                | Augusta           | Rumsey H T,.....           | Chippewa Falls |
| Randall S,.....                       | "                 | Lyon & Co.,.....           | Clark's Mills  |
| Parr G,.....                          | "                 | Crosby P,.....             | Clinton        |
| Flower J H,.....                      | Avoca             | Lampheer H P,.....         | "              |
| St. Louis & Wisconsin River Co.,..... | Bangor            | Wilcox Bros & Co.,.....    | "              |
| Hodgman S & N, Spring c Mackle,.....  | Barnum            | Bond A D,.....             | Columbus       |
| Townsend, Jones & Co, Spring c Second | "                 | Long & Henderson,.....     | "              |
| Gratiot E H,.....                     | Belmont           | Aldrich V M,.....          | Cooperstown    |
| Goodhue W T,.....                     | Beloit            | Wright P,.....             | Coral City     |
| Peck S W,.....                        | "                 | Stricher M,.....           | Cross Plains   |
| Talbot H G,.....                      | Berlin            | Bates, Hoag & Co.,.....    | Darien         |
| Treadway S N,.....                    | "                 | James T & Co.,.....        | Darlington     |
| Troan E,.....                         | Black Earth       | Pratt & Carpenter,.....    | "              |
| Ward J S & Bro.,.....                 | Black River Falls | Woodward T,.....           | "              |
| Edmonds J,.....                       | "                 | Clark H,.....              | Deansville     |
| Elliott A,.....                       | "                 | Gormley P & Co.,.....      | Delevan        |
| Given P G,.....                       | "                 | Watson J J & Co.,.....     | "              |
| Ice J,.....                           | "                 | Blake Samuel,.....         | DePere         |
| Price W T,.....                       | "                 | Kingsley W O,.....         | "              |
| Shepherd A,.....                      | "                 | Marsh G S,.....            | "              |
| Spaulding D J,.....                   | "                 | Ritchie James,.....        | "              |
| McCarty J,.....                       | Bloomer           | Hiles G,.....              | Dexterville    |
| Nelson H & Co.,.....                  | Boscobel          | Nason S L,.....            | "              |
| Weston, Miner & Co.,.....             | "                 | Remington H W,.....        | "              |
| Pierce & Sly,.....                    | Branch            | Hoard & Earl,.....         | Doylestown     |
| Yerty J & Kripp,.....                 | Brandon           | Peck M N,.....             | "              |
| Bowen E,.....                         | Brodhead          | Knapp, Stout & Co.,.....   | Dunnville      |
| Lamson C & Co.,.....                  | "                 | Rosenberg & Co.,.....      | Dykesville     |
| Usher & Haasinger,.....               | "                 | Stockman W H,.....         | Engle          |
| Blake Francis W,.....                 | Burlington        |                            |                |



|   |                                     |                     |
|---|-------------------------------------|---------------------|
| Eau Claire Lumber Co, yards St. Louis, Mo., | Andrews F M & Co.,                  | Jenny               |
| Robson John, Lafayette Mills,               | Matthews Thos.,                     | "                   |
| Smith W P.,                                 | White C F.,                         | "                   |
| Larson & Olsen,                             | Jewett A & Sons,                    | Jewett's Mills      |
| Webster & Palmer,                           | Sutherland Sol.,                    | Juda                |
| Piffeld E.,                                 | Clapp J R.,                         | Juneau              |
| Parker A.,                                  | Taber J B & Co.,                    | Kunsaasville        |
| Mack H & Bro.,                              | Backus N G.,                        | Kenosha             |
| Shaw J.,                                    | Grant & Son, Market,                | "                   |
| Griffith J Q & Son, Forest,                 | Truesdell Gideon, 3 Main,           | "                   |
| Hamilton J K & W C.,                        | Hitchcock & Mashek,                 | Kewaunee            |
| Hamilton & Finley, 355 Main,                | Murray, Slauson & Co.,              | "                   |
| McDonald Alexander, Arndt,                  | Slauson, Grimmer & Co.,             | "                   |
| McDonald J S.,                              | Stranky W.,                         | "                   |
| Merayman & Co, Moore,                       | Hariburt H H.,                      | Kilbourn City       |
| Meyer Charles J L.,                         | Cloespeck M.,                       | Kossuth             |
| Mihills & Co.,                              | Kellnor M.,                         | "                   |
| Moore, Galloway & Parker, Packer,           | Black River Improvement Co.,        | LaCrosse            |
| Sawyer & Bosworth,                          | Bright & Withee,                    | "                   |
| Saxmith G W, Colton & Satterlee,            | Bussell W C, Main c Second,         | "                   |
| Smith & Co.,                                | Gile Abner, Third,                  | "                   |
| Stevley A & Higbee,                         | Hankinson & Son,                    | "                   |
| Dale J L.,                                  | Hewett & Woods, Main c Second,      | "                   |
| Curtis & Cornish,                           | Hixon & Withee, Main c Second,      | "                   |
| Wilcox, Southwell & Co.,                    | McMillan Alexander, Main c Third,   | "                   |
| Cook & Foster,                              | McMillan Duncan D, Main c Third,    | "                   |
| Howard Mill Co.,                            | Moore R M, Main c Second,           | "                   |
| Lamb, Watson & Co.,                         | Nevins S L, Main c Second,          | "                   |
| Schwartz & Kennwitz,                        | Paul John, Front,                   | "                   |
| Clapp & Mead,                               | Polleys W H, Main c Second,         | "                   |
| Matthais F & C.,                            | Root W C, c Second,                 | "                   |
| Bowman W.,                                  | Servis John,                        | "                   |
| Arpkee J.,                                  | Sill Wm R, Main c Third, c          | "                   |
| Cooley & Race,                              | Vincent & Edwards, Front,           | "                   |
| Bergtresser L.,                             | Washburne C C, Main c Second,       | "                   |
| Schroeder & Co.,                            | Weston RS Main c Second,            | "                   |
| Edwards J & Co.,                            | Barron John,                        | Lafayette           |
| Freeman A W.,                               | Hodgens & Robson,                   | "                   |
| Wightman E D.,                              | Holbert Thos & Co.,                 | "                   |
| Natchway H.,                                | Mitchell & Clement,                 | "                   |
| Clark & Thorp,                              | Barney S P.,                        | Lavalle             |
| Rasfars & Co.,                              | Sanford J F & Son,                  | "                   |
| Olds J S.,                                  | Hull Elijah,                        | Luha                |
| Coulson T.,                                 | Leigh J.,                           | Little River Mills  |
| Arpen A.,                                   | Bailey & Vincent,                   | Little Sturgeon     |
| Arpen J.,                                   | Gardner, Davis & Co.,               | Little Suamico      |
| Byron F.,                                   | Mikeljohn James,                    | Little Wolf         |
| Clark & Scott,                              | Furitze W.,                         | Logansville         |
| Langworthy, Mehan & Co.,                    | Hankovitz F.,                       | Lomira              |
| Meehan P & J.,                              | Zelder L.,                          | "                   |
| Neeves Geo & Son,                           | Vaedsch & Runkle,                   | Lowell              |
| Rablin John,                                | Amby P.,                            | Lyndon              |
| Roe & Butterfield,                          | McMillan A.,                        | "                   |
| Sampson H.,                                 | Bunker & Vroman, Mifflin c Carroll, | Madison             |
| Scott Thos B.,                              | Stein C R, Washington av.,          | "                   |
| Graves J A.,                                | Walsing & Bailey,                   | Maiden Rock         |
| Modlin Henry,                               | Maiden & Jones, Quay,               | Manitowoc           |
| Earle & Case, Washington,                   | Emerson L.,                         | "                   |
| Lamb, Watson & Co.,                         | Guyles & Pankratz, Quay,            | "                   |
| McCartney D.,                               | Horn W H, Commercial,               | "                   |
| Sanford & Co.,                              | Hubbard H F.,                       | "                   |
| Schwartz & Kennett,                         | Reune Chas.,                        | Maple Works         |
| Shirland & Co.,                             | Brayton, L J.,                      | Marquette           |
| Whitney & Foster,                           | Green J S.,                         | "                   |
| Woodruff J W & Co.,                         | Hamilton, Merriman & Co.,           | Marinette           |
| Herling Theo.,                              | Hilbeck H & Co.,                    | "                   |
| Bailey D. R.,                               | McCarty Wm.,                        | "                   |
| Schmidt Adam,                               | Menomonee Mfg Co.,                  | "                   |
| Cook J.,                                    | Spaulding, Houghtaling & Johnson,   | "                   |
| Mills J D.,                                 | Bartlett L H.,                      | Marshall            |
| Olmstead Sheldon P.,                        | Bronson D W, Broadhead,             | Mazo Manie          |
| King P.,                                    | Rein Daniel,                        | Medina              |
| McCutcheon A.,                              | Hewitt Henry, Jr.,                  | Menasha             |
| Roands W P.,                                | Pope, Ross & Co.,                   | "                   |
| Tripp N D.,                                 | Spaulding, Houghtaling & Johnson,   | Menekaune           |
| Fisher J, Lake,                             | Stephenson T & Co.,                 | "                   |
| Baily D R.,                                 | Kuapp, Stout & Co.,                 | Menomonee           |
| Palmer M P & Co.,                           | Balubridge W.,                      | "                   |
| Blair & Wagner, Jackson,                    | Harker & Balubridge,                | "                   |
| Piffeld & Bro, River,                       | Greene N S & Co.,                   | Milford             |
| Lovejoy & Blount, W Milwaukee,              | Brown & Evans,                      | Mills Centre        |
| Rexford J D, Academy,                       | Dunham L.,                          | "                   |
| Rockwood & Sons, High,                      | Lucas & Bro.,                       | "                   |
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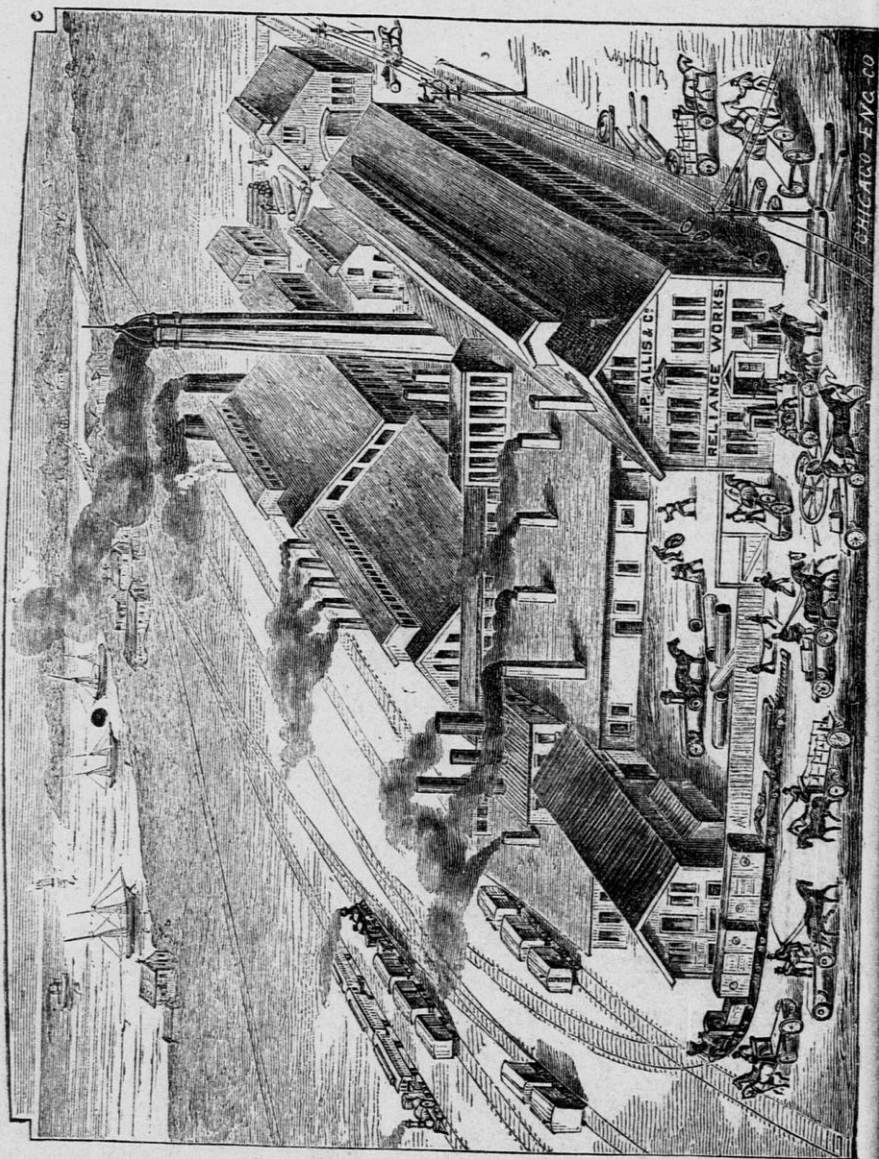
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