

Manager—S. C. Prentiss, Cleveland.

The superintendent of the mills at Alpena is Mr. John G. Beekman, who has had a long experience in the business. Mr. O. Baker, for fourteen years connected with the lumber trade, and for five years the foreman of the yards of Sheldon & Co., of this city, is in the employment of this company as salesman.

From the facts herewith presented, our readers will readily conclude that the Alpena Lumber Company is a thoroughly substantial corporation, having everything at its command for the prosecution of its business, which must prove a very important gain to the mercantile interests of Cleveland.

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#### NEW ERA IN THE LUMBER TRADE.

A few weeks since we expressed the opinion that the lumber trade was opening new channels to the injury of the older ones—that the railroads in opening up and developing the timber resources of the state, have inaugurated a new era in the lumber business that was not dreamed of a few years ago. The mills located along the F. & P. M. Railroad, and contiguous to good timber, are multiplying rapidly, and the shipment of lumber from these mills has increased from year to year until it has now reached a point of considerable magnitude. We hold that lumber can be manufactured much cheaper at these mills than at those put to the expense of drying logs for supply. An exchange took exceptions to these views, and stated that it was mere fallacy to suppose that lumber could be manufactured cheaper at interior mills than at those located on navigable streams. We see nothing fallacious about our argument. Let us look at the facts. The interior mills are in nearly all instances located in the very midst of good timber, which can be procured at all seasons of the year and at a

mere nominal cost; while the mills in the Saginaw Valley and on the west shore of Lake Michigan are put to a very large annual expense for their supply, and are subject to all the vagaries of the weather for this supply. One reason for the prosperity which attends the interior mills is, that the buyer and seller are brought into closer contact, and as they generally sell by the car-load to the consumer, they have none of the troubles with the commission men, so much complained of by the west shore and Saginaw manufacturers. And as to shipments by rail, it is well known that they are constantly increasing, and will in all probability continue to increase until the bulk of the lumber is carried off in this manner. On this point the same exchange says:

“The shipments of lumber by rail have very largely increased during the last two years in the Saginaw Valley, whether it was formerly the almost universal custom to ship by water. The change is owing to various causes which are likely to continue and even grow more potent. Rail transportation is lower on account of competition and the increased facilities possessed. In all cases where trans-shipment from vessel to rail is necessary, the all rail route is not usually more expensive than the route partially by water. The managers of railroads leading into the valley have stated that if they could have sufficient business in lumber transportation they could afford to do it at prices as favorable as ordinary rates by water and rail combined. The excessive amount of lake tonnage for lumber carrying in connection with the increased business of the railroads in this branch of business seems to account for the exceedingly depressed condition of lake freights this season. Certainly the low rates are not owing to any falling off in the amount of lumber shipments for the season up to this date.”

Thus we have a new era inaugurated in the lumber trade. A few years ago it was deemed a very ruinous policy to ship lumber by rail, and mills, located along railway lines, were not considered very valuable investments. Indeed, timbered land any great distance from good driving streams was not considered of great value, for the reason that water was deemed the only legitimate outlet for lumber; but the extension of railroads into the very heart of the timber resources of Michigan has gradually exploded this theory, and the signs of the times appear to indicate that the mills along railroads have not only the vantage ground for manufacture of lumber, but are in the early future to be placed upon the same footing in regard to facilities for shipment.—*Ewart Review*.

#### O. W. CLARK'S BARKING MACHINE.

*From the Appleton Post.*

Mr. O. W. Clark, the inventive genius of this city, has recently had a model of his barking machine perfected, which he has forwarded to Munn & Co., of New York to be sent from there to the department at Washington, for the purpose of securing a patent thereon. The model is indeed a model of skilled workmanship. It was manufactured at Morgan Merrill & Steele's foundry in this city, and is perfect in all of its parts. Indeed it will do the work of a large machine and with the same accuracy and neatness. In the course of a few weeks we shall be able to produce an illustration of this machine accompanied by a more detailed description.

Mr. Clark has spent a good deal of time and solid thought upon this invention and the result is satisfactory in the extreme. He has had it in operation in the Bradner, Smith & Co's. mills for the past six months or more, and it has even more than met his expectations. It should and

we trust will be a source of considerable revenue to its inventor.

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#### THE TIMBER SUPPLY.

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Facts and Arguments by J. Little of Montreal.

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*From the Montreal Gazette.*

SIR,—I find in your issue of Saturday an article copied from the St. John, New Brunswick, *Telegraph*, on the subject of the timber supply, from which it appears that the Province, which has for so long a time furnished a large amount of the consumption in Great Britain and the United States, is about used up, the St. Croix being now the only source of supply, and it appears from that paper that the reason of its holding out so long is to be attributed to a large amount of the timber territory drained by that stream being in the hands of private parties, who, however, to meet the demand, have been recklessly sacrificing their property, reducing year by year the dimensions of the timber they get out, while one-third of the whole product is now of the very inferior and almost valueless description called hemlock. The pine is all used up, and it is evident but a few years will, serve to throw them out of competition with the province of Quebec in the matter of spruce.

Since I brought the timber question to the notice of the American public in the communications which have been published in the *Gazette* and the *Boston Lumber Trade*, I notice the question has been pretty extensively discussed by the American press, and, taking the alarm, a memorial was sent by the President to Congress, strongly urging the necessity of passing an Act providing for the preservation of their timber, and giving bonuses for tree planting—a measure which should have been adopted before the timber lands were