

ALPENA LUMBER COMPANY.

**An Extensive and Prosperous Corporation—
The Company's Mill at Alpena, Mich, and
Yards at Cleveland, Ohio—Capacity of the
—Mill 13,000,000 Feet per Year—Storage
Capacity of Yards at Cleveland 5,000,000
Feet—Future Plans of the Company.**

The Cleveland, Ohio, *Commercial Review* gives an interesting descriptive account of the Alpena Lumber Company. We remember, with pleasure, meeting the gentlemen of the Alpena Lumber Company, at Cleveland, and can heartily endorse all that the *Commercial Review* says in the following article:

The Alpena Lumber Company is a comparatively recent organization, but the business it controls has been established for a number of years, and is one of the most extensive in connection with the lumber trade. On the first of February last the Alpena Lumber Company succeeded Geo. Prentiss & Co., as proprietor of an extensive saw mill, dock facilities, etc., at Alpena, Michigan, and an extensive tract of pine timber land in that state, the lumber business having been carried on by the retiring firm for about four years, with notable success. Immediately upon the company succeeding to the business, arrangements were effected for a material addition to the facilities and an expansion and enlargement in every direction. The mill at Alpena received the improvements and additions that were found necessary, and the company established an extensive yard in this city, and every condition was supplied necessary to enable the company to carry on the business, as expressed by one of its officers, "from the stump up." The facilities of the company at Alpena, are of the most complete character. The mill has a capacity of 13,000,000 feet of lumber per year, and is fitted with the very best machinery. The company are now building a large

dock that will enclose a boom extensive enough to accommodate 5,000,000 feet of logs, and which will be one of the finest booms on the shore. The company have made calculations for turning out about 8,000,000 feet of lumber the present season. In connection with the mill there is a clapboard manufactory, which produces 1,000,000 feet per year of four foot clapboards exclusively for the eastern market. It is in contemplation by the company to add a planing mill as soon as it can be practically done. The yards of the company in this city are located on the Flats, west of Seneca street and near the coal docks of the Cleveland, Columbus & Cincinnati railroad, the office occupied being that of the late firm of Wm. Hutchinson & Co. These yards are extensive, having room for the storage of 5,000,000 feet of lumber. The dock of the company here is 256 feet front by one 170 feet deep. Next season the company will own barges and tow, arrangements to this end being about perfected. The company own pine timber lands with a present available growth of 80,000,000 feet the finest in Michigan. It will thus be seen that the company has every facility at command for meeting all orders promptly, and the energy and enterprise thus far exhibited are an assurance of future success. At present the company has several contracts to fill, among them one with Charles B. Hathaway, of Philadelphia, for supplying the stringers for the Superior and Broadway street railroads, and one for the Southside street railroad, of this city, aggregating 406,000 feet.

The company has ample capital, and is composed of experienced and enterprising business men. The officers are as follows:

President—Geo. Prentiss, Detroit.

Vice President—Loren Prentiss, Cleveland.

Secretary and Treasurer—Perry Prentiss, Cleveland.

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.

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.”