

THE COARSER VARIETIES OF TIMBER.

An eminent philosopher, passing through a low attic upon one occasion, carried his head so loftily as to strike the collar beams which strengthened the rafters, whereupon a friend, who was with him, remarked that he who looked too high would not only run the risk of breaking his head, but would lose sight of a vast amount of beauty, which could be found only upon a lower level. That this truth applies to the experiences of every-day life is shown in the tendency of human nature to search for gold and diamonds because of a supposed superior reputation and value, leaving to the plodder and economist the task of looking for the baser metals of greater economic value. This truth applies with equal force to the searchers after wealth in the forest productions of the United States. The pine and the oak, together with black walnut and maple, have been the gold toward which the lumbermen have turned his eager eyes, and they have turned his vision away from the humbler, yet not less valuable, sources of forest wealth which exist in the hemlock, black ash, and beech, with which our forests abound.

In one of the timber growing States, there is now an estimated wealth of \$87,500,000 in the growing pine timber, estimated at an average value of \$2.50 per thousand feet for the standing tree. This is a vast source of wealth to the State in which it is growing, yet in the same State, unthorized and most lightly esteemed, even to such extent that its wanton destruction passes unnoticed, are to be found fully 7,000,000,000 feet of hemlock, which, in the near future, will be sought for at a price scarcely below the present value of the pine, for which it will be utilized as a most excellent substitute in many of the coarser uses of lumber. This hemlock is to-day utilized only in the production of bark for tanning purposes, and it bears to the timber wealth of the State only about the same relation that the hordes of buffalo upon our Western plains bear to the meat supply of our nation, as they are slaughtered by the thousand and stripped of their pelts for the use of the civilized world, while the carcasses are left to the vultures regardless of the fact that a race is being exterminated which can never again be propagated. The hemlock tree of the Northwest, like the buffalo of the plains, possesses a value, the extent of which will be realized only after the process of wasteful extermination has done its worst and no more remains to be utilized. The hemlock in one State, if placed at a value which it will bear before the expiration of five years from this date, would bring to its owners not less than \$14,000,000; at the value which is placed upon it to-day it is worth not less than \$2,000,000, and, in the endeavor to utilize the bark, the trunk of the tree, which might also add to the wealth of its owner, is left to rot upon the ground or to feed the insatiable forest fires which sweep away so much of our forest wealth every year.

But another despised factor presents yet more astounding revelations of timber wealth. Thousands upon thousands of acres of hardwood timber are yearly destroyed in the clearing of land for farms and the burning up of the forest growths which they contain. The hardwood of the State in question, if valued at but 25 cents per cord, is of the value of \$175,000,000, or twice as much as the value of the pine timber. And yet but little account, comparatively, is made of this vast source of wealth. The furniture factories of a mighty nation, the vast commercial industries of the world, are ready and willing to pay gold for this timber, which, to a great extent, is suited to their needs; yet its owners fail to see the opportunity, and large quantities of valuable timber are consigned to the flames. The time is near at hand when a wiser policy must and will prevail, and the modest yet valuable timber growths now neglected for the more pretentious and popular pine, will receive the attention which they merit; and those who now esteem the gold mines more highly than they do the iron, will discover that in the latter is a more enduring source of wealth, toward which they will gladly turn while seeking the high road to prosperity.

The premisses of the human mind toward entering these avenues which give promise of sudden wealth is too well known to need com-

ment. The land of gold will attract thousands; the discovery of iron excites hardly the slightest comment. Yet the iron is actually the more valuable in its adaptation to the wants of man, and in its ulterior effect in adding to his wealth. The careful, earnest, saving plodder of 25 years ago is the rich man of to-day, while the sons of his millionaire employer of the former time are his clerks, his porters, and his draymen. That which is common in every-day experience is neglected by the multitude in the mad rush after wealth, but the sons of the rag-picker and scavenger of to-day will perhaps be the merchant princes of the next generation, the foundation for their immense wealth being based upon the humble and despised occupation which by the multitude is neglected. These truths of every-day experience apply to the now neglected timber wealth of this country, and a wise conservation of the despised hemlock and hardwood growths of our forests will result in the accumulations of wealth far greater in extent than are the colossal fortunes which have been made by the operators in pine timber and lumber.—*Northwestern Lumberman.*

A GLUT OF TIMBER.

The Lancaster, Pa., *Examiner*, says:—Never before in the history of the great boom at Williamsport has it contained so many logs at one time as it does now, the estimate being put at a trifle over 300,000,000 feet. Not less than 50,000,000 feet is in the boom at Lock Haven and along the shores, making a total of 350,000,000 feet secured within a distance of 25 miles. Several of the mills will at once commence working their men a day and a quarter, and they expect to continue this time all summer. The river has finally fallen to about five feet, and no danger to the logs is now apprehended. Many of the mills will be taxed to their utmost capacity to manufacture the stock now secured, during the season. The rafting business, too, has exceeded all former years. Up to the present time it is estimated that about 1,800 rafts of square and round timber reached Lock Haven, 1,200 of which were measured there. At least 1,500 have passed down the river, and on Saturday night it was reported that over 400 were lying at Marietta. Notwithstanding that such a large number has come down, it is estimated that between two and three hundred are yet back; but as many of them are wrecked, they are not expected to get down on the present water. Such a glut of timber has caused a dull market at Lock Haven. Buyers have purchased about all they wanted, and those who failed to sell early will have to hold on for a while. Such a large number of rafts brought hundreds of hardy lumbermen from the woods to Lock Haven, and for ten days that place has been very lively. Hotels had all they could do to accommodate the crowds of men. One hotel on the river, opposite Lock Haven, which made a specialty of entertaining raftsmen, furnished dinner to 400 men on an average for ten days, and one day the number ran up to 600.

Two Thousand Dollars.

The easiest, cheapest and best way to secure the above amount is to apply for membership in the Mutual Benefit Association of Rochester, N.Y. Pay Dr. S. B. Pollard, 56 Bay Street, one dollar for four medical examinations, he will send your application to the head office, if you are accepted as a member they will issue a certificate of membership, which, on payment of eight dollars, entitles you to full benefits as a member, should you die to-morrow, next day, next week, next month, or any time within three months, this Association will pay to your heirs, or assigns, the sum of two thousand dollars. At the expiration of the three months all you have to do is to pay your pro rata amount, which is from 20 to 75 cents on the death of some other member, who has done nothing worse than to die during the three months just past. By paying your assessments on deaths, you keep your certificate alive, and at the commencement of the second year you are assessed two dollars per thousand to keep up office expenses, etc., for the next year. No easier, surer or better schemes to carry two thousand dollars has ever been devised than the Mutual Benefit Association, of Rochester, N.Y.

5-1-13

BROAD WAGON TIRES.

AN INTERESTING STATEMENT FROM ONE WHO HAS GIVEN THEM A THOROUGH TRIAL.

A correspondent of the Chicago *Tribune* says: I am glad to see your paper speak on the subject of broad tired wagons. I offer briefly my experience, which will answer some questions asked by your correspondents. We keep in repair a road three-fourths of a mile long, over which we haul 30,000 tons yearly, besides a small amount of public travel. While we used narrow-tired wagons, the repairs cost us \$100 annually, and the road was bad fall and spring. Our loads then weighed one and a half to two tons. Since we changed to broad tires we haul two or three tons with the same ease and same expense for the trip, and the road is never bad, not in the worst weather, and the cost of keeping it in repair is never over \$10 yearly.

Our narrow tired wagons had an average life of two or three years. Our broad-tired wagons have run three years and show no signs of failure, although they have iron axles and are specially strong and heavy. We can haul loads over meadows and lawns without doing damage at any season. In hauling loads over plowed ground we can haul more than double the load we used to with the narrow tires.

If a new wagon is needed it is best to have it made extra heavy and strong, as well as broad tires; and, while it costs say double the old style, it will save to the owner, by carrying double the load and not injuring road or farm the extra cost each year. Our tires are three-inch, which on moderately well-drained land is broad enough; four-inch tires are only needed on very sandy or very muddy bottoms.

The best way to fit up an old wagon is to get new wheels throughout, even if the wagon is old, for they will do for a new wagon when the old one is gone. To simply put broad felloes and tires onto old wheels is not to increase the general strength of the wagon, and the owner fails to get the strength necessary for the doubly heavy load which his team can easily haul on the broad-tires.

I am also one owner of a sawmill in a neighboring state. Last year we bought sets of new broad-tire wheels, and put on our old wagons to haul our lumber over the three miles of sandy road lying between the mill and wharf. The result was that, while we paid by the trip, one team took 900 feet of green lumber a load instead of 600, at the same price, and just as easy, and kept the road in such good condition that the repairs cost almost nothing. The saving to us on each wagon per month was \$11.25, which would very soon pay for the wheels.

I would not advise reducing the size of the wheels, for the larger the wheel the easier it surmounts an obstacle. One who has not tried it can hardly believe how heavy a load a team will haul on a broad-tire wagon. We have hauled on a good dirt road, already worn smooth with broad-tires, and having several rather easy grades, a steam boiler weighing five tons with a single team weighing 2,700 pounds on one of our heavy iron axletrees, broad-tire wagons (tires, three inch). Such a load could not be moved on an ordinary wagon at all.

Now as to cost. The wagon I speak of has two and three-fourth inch arms, and weighs with box 1,360 pounds, and cost in a common wagon-maker's shop \$135. It will last twenty-five years if kept painted and sheltered, though in constant use. It would last the ordinary farmer forty years or a lifetime. Three years' use of four of these wagons has not cost us anything for repairs save painting. They are too strong to break. Once again to farmers: Buy new wheels, very strong and heavy, with little or no dish; but then on your old wagons, and you will never buy any more wheels while you live. When your old wagon wears out have a new one made twice as strong and put those wheels on it, and you will never live to see it worn out if properly cared for. If you are to buy a new wagon, here are the sizes:—Take iron axles by all means, with 2½ to 2¾ arms, 2½-inch spokes, 3 to 4-inch tire; bent felloes, ½ inch narrower than tire; hind wheels only four inches higher than fore wheels. On this wagon a good 2,400-pound team on a fair road will handle easily two or three tons for long distances if no steep hills, and you may venture four tons for short hauls. The wagon

itself will weigh 1,300 to 1,350 pounds, but your team will never feel the extra weight, for it moves on the surface and not from one to four inches deep in mud.

The reason why so much heavier loads can be hauled on broad tires is not alone because the tires do not cut down; there is another advantage equally great: Look at any old narrow tire and you will see that in wearing off at the corners it has acquired a round surface, as though made of half-round iron. Now when the wheel approaches a rut it tends to slide in and tips the wheel on the axle, causing friction on the end of the axle, and not on its whole length, which makes it turn very hard. You will always notice your team pulling harder when your wheels are trying to slide into a rut and can't get there. A broad tire always has enough flat surface, even when well worn, to stand up square and turn evenly on the arm. The use of broad tires in cities I need not speak of, as they are now so common that every one can see the demonstration. I would agree to furnish all the wagons for any city or state, free of cost, if I could be guaranteed the amount of money saved in repairing streets and the extra price of the greater weight hauled at each load by using broad tires, and would pay a round sum for the monopoly.

THE TIMBER TRADE.

Large quantities of square timber are coming down the Nipissing Railway. Between the Northern Elevator and Queen's Wharf five firms have their men at work forming the timber received per Northern and Toronto, Grey & Bruce Railways into rafts. The following is the business here of only one of these, and the others being pretty much on a par with it the total trade may be judged according to information supplied by the foreman:—They will send off five rafts altogether this season, all for the Quebec market. The timber to be used consists of 150,000 feet of rock elm and 15,000 feet of white pine, per the T., G., and Bruce. The Northern brings down for the same firm 30,000 feet of white oak, 15,000 feet of red do., 250,000 feet of white pine, 45,000 feet of ash, 500 traverses and 300 floats of tamarack, and about \$1,000 worth of withes are used in binding these rafts. The foreman referred to says that the past year has been an extremely good year for the timber trade, plenty of snow in the bush for hauling, and enough water by the spring thaws to float the logs down the rivers to the shipping point. The men in his employ are thirty-five in number, and are all English-Canadians, with the exception of twelve, who are Frenchmen. The figures mentioned above are those of the whole season's business of the firm; as yet only a comparatively small quantity of timber has been received. So far the Northern Railway freight office officials report that no timber has as yet come down from Collingwood or Muskoka, 123,000 feet of white pine and 73,303 feet of hardwood comprising the total consignments of timber received; this is all from stations along the line between Toronto and Collingwood.—*Globe.*

Take a Pride in Supporting Liberally.

THE CANADA LUMBERMAN.—This paper, formerly published in Toronto, has been purchased by Messrs. Toker & Co., of the Peterborough Review, and will in future be published in the latter town. The first number under the new management is before us and shows a wonderful improvement in the paper. THE CANADA LUMBERMAN will be purely a non-political trade organ and will contain such valuable information as should render it indispensable to all interested in lumbering operations. From the reputation of the new proprietors of the LUMBERMAN we are satisfied they will issue a publication which Canadian lumbermen may well take a pride in supporting liberally. It will be published semi-monthly at \$2 per year. Address Toker & Co., Peterborough.—*Collingwood Messenger.*

ZORESA.—A healthy man never thinks of his stomach. The dyspeptic thinks of nothing else. Indigestion is a constant reminder. The wise man who finds himself suffering will spend a few cents for a bottle of Zoresa, from Brazil, the new and remarkable compound for cleansing and toning the system, for assisting the Digestive apparatus and the Liver to properly perform their duties in assimilating food. Get a 10 cent sample of Zoresa, the new remedy, of your Druggist. A few doses will surprise you.