

Waste in Our Lumbering Methods



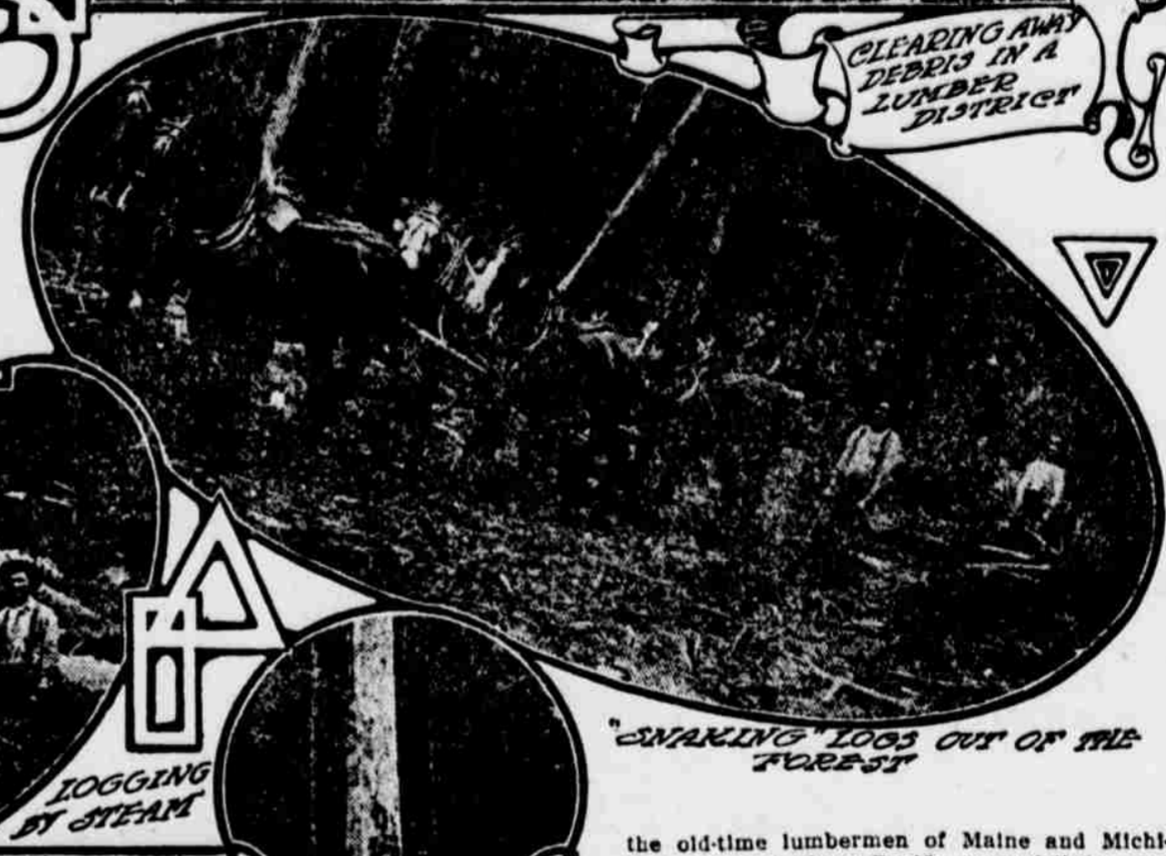
TYPICAL LUMBER JACKS



CLEARING AWAY DEBRIS IN A LUMBER DISTRICT



LOGGING BY STEAM



"SNAKING" LOGS OUT OF THE FOREST



FLAING LOGS ON RAILROAD CARS AT THE END OF A SKID ROAD

NOVEL METHOD OF TRANSPORTING LOGS

So much has been said and written in recent years about the woeful waste of the logging and lumbering methods pursued in the United States that the average person without a very intimate knowledge feels sure that the case must be exaggerated. And in some degree he is right. Great as have been the sins of the timber harvesters who have garnered the wealth of our forests with a free hand, they have scarcely been guilty in the measure that has been charged in some quarters. And, moreover, there is no doubt but that in most cases the prodigal policy has been the result of ignorance rather than prompted by a wanton spirit as some of the critics would have us believe.

The general public has heard most regarding the wastefulness and extravagance of American methods of lumbering since the development within the past few years of the movement in behalf of the conservation of our natural resources. However, for years before that crusade began, and with redoubled energy since, returned European travelers have been exclaiming upon the contrast between forestry methods in the old world and the new. Now, it has been very impressive to hear how in France and Germany great forests are cultivated with the care of a well-ordered garden, and how even the twigs that fall from the trees are picked up and sold for fuel, but as a matter of fact the boasted German methods of forestry would not be at all suited to the United States.

However, for all that, as has been hinted, there are two sides to this question of the wasteful American methods of lumbering, the fact remains that our people have not made the most of the priceless heritage of our forests. Nor has all the fault in this respect been at the door of the professional lumbermen who, given a seemingly almost inexhaustible source of supply, naturally gained a contempt for small sources of waste. In some measure responsible, also, have been the farmers who were the pioneers in the settlement of the various sections of our country. Eager to clear the land they had taken up and to get to the actual work of tilling the soil, these settlers were prone in many instances to think only of the quickest and cheapest ways of getting rid of the timber. In many cases they took no pains to get the most out of the standing timber or to so cut it that a maximum yield would be insured.

It is the professional lumbermen who have, figuratively speaking, slashed right and left without much regard to consequences in getting out their timber. Trees have been felled without the proper regard to the damage done to other forest monarchs in the crash of the heavy trunks to earth, and logs have been "snaked" or dragged out of the forest with few, if any, precautions against damage to the young growth—the source of the lumber supply of tomorrow. Added to these, and worse than all else in effect, is the deadly destruction wrought by forest fires. These wholesale annihilations of standing timber have been largely traceable to human carelessness and shortsightedness—carelessness in extinguishing camp fires and other forms of human negligence that precipitate the fires, and shortsightedness in not providing adequate alarm systems and fire-fighting facilities to combat the flames, once they have gained headway.

A very spectacular form of lumber waste, and one that never fails to astound Europeans who tour the United States, is the lavish use made of marketable timber in providing facilities for logging operations. In the states of Oregon and Washington, for instance, there may be seen in the lumber regions ponderous bridges, the piers of which are formed from crossed logs placed criss-cross on top of one another. It is no exaggeration to say that such a bridge contains the makings of lumber sufficient to build all the houses and other frame structures in a good-sized village. Another utility of the American logging system

that consumes a surprising quantity of material is the "skid road" which forms the artery of commerce between a logging scene and the nearest loading point on the railroad.

A "skid road" may be several miles in length and it is composed throughout its entire length of logs or greased skids placed crosswise of the highway to form a smooth and comparatively level pathway over or along which the logs fresh from the forest are dragged by a heavy steel cable attached to a donkey engine of several hundred horse power. Similarly the familiarity that breeds contempt has prompted many of the loggers to act as spendthrifts in the use of large and sound logs to form a skidded platform, loading stage, etc., at the railroad siding where the logs are placed aboard the cars that are to carry them to the mills. To pursue this same subject further there might be cited the immense amounts of lumber that have been used in the construction of the flumes or artificial canals mounted on trestlework in which logs are floated when other means of transportation are not available, some of

these flumes being 40 miles in length and costing nearly as much as a railroad.

Perhaps the greatest hue and cry that has been precipitated by any phase of America's wasteful lumbering methods has gone up as a result of the plan employed in felling the giant trees of the Pacific northwest. It is one of the first principles of the new conservative policy of lumbering that the severing of the trunk of a tree by sawing or chopping should be done at a point as near to the ground as possible, so that the waste remnant in the form of the stump should be reduced to a minimum. No wonder, then, that people who are of this way of thinking gasp with astonishment when they go to northern California and the famous Puget Sound country and witness the methods of felling trees in vogue in this region, so plentifully endowed with timber wealth.

The timber "jacks" of this favored region, far from attempting to make their "cut" as near the ground as possible, are not even content to stand on the ground and swing their axes on a level with their waists, as did

the old-time lumbermen of Maine and Michigan. Instead, these Pacific coast fellows construct a "shelf" on the side of the tree to be felled and at such a height that the chopping and sawing is done at a point at least ten or twelve feet above ground. The result is, of course, to leave a huge stump containing enough material to build a small house. The lumbermen justify their action by the tradition that the "swell" at the base of one of these big trees is of inferior material—presumably too poor to bother with. However, most of the expert foresters of the country say that this is not true, at least not in the majority of cases and that this method of mutilating timber in the cutting is a flagrantly wasteful one.

One of the most seriously wasteful methods of lumbering in vogue in the United States—looked at from the standpoint of future generations—is the practice of taking from a forest annually an amount of lumber far in excess of new growth. Obviously this will serve to either speedily wipe out a forest or else to render it of little value for many years to come, whereas it might be made to serve as a regular and permanent source of income. Indeed, this plan of intelligent harvesting of the timber with reference to the supply of future years is what renders so steadily profitable the admirably conducted forests of Germany and Switzerland.

Of course the American lumberman is engaged in logging as a source of livelihood and his main defense against every charge of wasteful lumbering is that there is so much timber in proportion to the population that it does not pay, as a business proposition, to take any more than the better part of each tree felled. Unquestionable there is a grain of truth in this, provided a lumberman is thinking only of prosperity in the present generation, but at the same time there is much waste in lumbering that is not only unnecessary but is actually costly to the lumberman himself. However, conservative lumbering is making headway and is supplanting the old wasteful methods in many sections of the country. The new ideas of conservative lumbering are based on three principles. First, the forest is treated as a working capital the purpose of which is to produce successive crops. Second, a systematic working plan is followed in harvesting the forest crop. Third, the work in the woods is carried on in such manner as to leave the standing trees and the young growth as nearly unharmed by the lumbering as is possible. In the actual operations of tree felling the new policy calls for greater care, so that no tree trunk may be split or broken in falling and likewise are there precautions so that the bark of valuable standing trees will not be rubbed or torn by the tree trunks that are being "skidded" out of the forest. Finally a ban has been placed on the wasteful practice of cutting promising young trees for corduroy or skids simply because these happen to be convenient and are straight. Under the old plan the waste does not end when a log gets to the saw mill. There is a further loss of nearly all the slabs and edgings and all the sawdust not used for fuel, so that it is doubtful if more than half of the cubic contents of the standing tree is finally used.

WOMAN IS LICENSED TO FLY

New York Girl First in America to Qualify as an Aviation Expert.

Hempstead, L. I.—The first woman in the United States to receive a license to fly an airplane is Miss Harriet Quimby, a New York girl, who qualified here the other day. In her trial for the license Miss Quimby came within seven feet nine inches of a designated spot. Her figures are close to a world's record, the official mark being five feet four inches by the late Ralph Johnstone at Squantum, Mass., September 8, though Tom



Sopwith, the English aviator, is credited with having landed recently within a foot of the mark. Miss Quimby made two attempts to qualify, the first being unsuccessful.

Miss Quimby is a pupil of the Moisant Aviation School and made her record in a monoplane. She is a native of California, but has made her home in New York for the past six years. She took up aviation last February and has made most of her flights between 4 and 5 o'clock in the morning, going to business in New York afterward.

Asked if she was not afraid while flying hundreds of feet above the ground she replied: "Not in the least. I feel safer flying alone than when I go as a passenger. At the helm one has a sense of security that couldn't be had if another person is doing the driving. For several years I have driven an automobile, but I find more real pleasure in an airplane."

Miss Quimby says it is not her purpose to take up aviation as an occupation, but she will fly at all of the big meets. Miss Quimby wears the conventional aviator's garb of brown shirt and trousers, close-fitting skull cap and goggles during her flight. Her face was covered with grease and dirt, but her blue eyes flashed happily over her success in winning a license. She is the second woman in the world to win such an honor, the other being a French lady.

GIANT ALOE A FOREST FREAK

Tree With Wonderful Medical Virtues Also Has Deep Religious Significance to Mohammedans.

Cape Town, S. A.—The aloe is a tree that from the remotest antiquity has furnished medicine for man. Wonderful virtues were ascribed to it. Herodotus says it once sold for its weight in gold. It is found in many



A Giant Aloe.

parts of the world, but the giant aloe of Southwest Africa is a remarkable tree.

A mountainous tract about 50 miles from Cape Town is completely covered with aloes, varying in height from a few inches to 30 feet. Its leaves provide material for bows, strings, hammocks, fishing lines, ropes, etc. The aloe also has a deep religious significance for the Mohammedans, and those who have made pilgrimages to Mecca hang it over their doors as a sign that they have made the great journey to the Moslem shrine.

Bullet Wound Saves Life

Remarkable Result of Old-Time Combat on So-Called "Field of Honor."

Alexander Gralhe fought two duels at The Oaks, with consequences which were remarkable, though he came off second best in both, relates the New Orleans Picayune. The first of these duels was with M. Augustin, who afterward became district judge and general of the Louisiana Legion. Augustin

ran his sword into Gralhe's lungs and the latter hovered for a long time between life and death, and when at last he did come out of his room he was bowed like an octogenarian. Complications had ensued and surgery was not what it is now. The doctors declared that it was only a matter of a short time until he would die. However, that did not prevent him from getting into a quarrel with Colonel Mandeville de Marigny and

challenging him to a duel. It was fought at The Oaks. The weapons were pistols at 15 paces, each to have two shots, advance five paces and fire at will. At the first shot Gralhe fell forward pierced by Marigny's bullet, which struck the exact place where Augustin's sword had entered. Marigny, pistol in hand, advanced to the utmost limit, when Gralhe, although suffering intense pain, said, "Shoot again; you have another shot." Marigny raised his pistol and fired into the air, saying: "I never strike a fallen foe." Gralhe was carried home

more dead than alive, but instead of sinking rapidly, began to mend and some time afterward walked out of his room as erect as ever and soon regained his health and stately bearing. Marigny's bullet had penetrated the abscess which threatened his life and made an exit by which it was drained and his life saved.

Noiseless Lawn Mowers.

"My noiseless lawn mowers," proudly remarked a suburbanite to a visitor, pointing to a cage full of guinea pigs. "When I get a few more I'm

going to hire them out to the golf club to keep the green clipped.

"I put a low barrier of wire netting around the lawn that I want cut and then turn in the guinea pigs. They attack the worst weeds first—plantains, dandelions, etc.—because they like them the best. Then they take a little rest and tackle the grass. In a short time the lawn looks as though it had been cut by the closest machine. I'm sure that a golf green clipped in this way would be as fast again as it would be mowed in the ordinary way."