

AMERICA'S SUSTENANCE

PROSPERITY AND SUCCESS ACHIEVED BY THE USELESS EXTRAVAGANCE OF NATURE'S GIFTS

COVERING the well after the calf is drowned is considered a useless precaution by the farmer who has lost his veal through carelessness, but may not the covering of the well prevent the loss of a lamb?

The enactment of laws for the protection of our fish and game now being half-heartedly enforced through the country will, in many cases, undoubtedly prevent the total annihilation of some of our choicest food delicacies, but in many other cases these laws come all too late.

The wild pigeon that but a few short years ago was everywhere in swarms so dense as to obscure the sun is now but a memory. Thanks to the wanton waste and criminal slaughter of these beautiful birds, the wild turkey, once to be found in every forest, is now to be had only by searching the more remote districts and will soon be extinct. The prairie chickens, once plentiful in the Middle West, now lives only on the very outskirts of the settled Far West. The salmon has disappeared almost entirely from all but our most northern waters. The lobster producing waters are growing smaller each year, and only the constant care and efforts of the Government and State Fish and Game commissions will be able to prevent these last two choice foods from disappearing.

When the first hardy colonists landed on our shores they found what our short national life has demonstrated beyond dispute, the richest land on the face of the globe. Immense tracts of forest, great plains of fertile soil, lakes and rivers stocked with the choicest game food fishes, while in the forests roamed vast herds of buffalo, with many varieties of the deer family. Flocks of water fowl and land birds were encountered everywhere and the problem of life was a simple one. The mountain streams furnished power to aid man in the home making, while under the earth great deposits of gold, silver, copper and lead were to be found by the seeker. Almost endless fields of coal dotted the face of the country in many sections. The fertile soil produces almost every fruit, grain and nut known to the human race, and from this vast storehouse of nature's gifts the carefully hoarded capital of preceding ages the American should be and continue to be the most independent person on the face of the globe.

Now, like the handwriting on the wall, comes the shock that much of our success has been gained by using up our capital. Soil, oil and natural gas fields, mines, waters and forests have been drawn upon with little or no thought of exhaustion until we find ourselves reduced to the necessity of calling on other lands for that which we were once the greatest producers.

While we may safely be called the most successful of nations, we should not be overproud when we consider that we are also the great object lesson in the world's school of the spendthrift nation, the most wildly wasteful and criminally extravagant of all the human race.

Wiping Out the Forests

American improvidence finds its worst illustration in the swift, sure, steady progress of the commercial destruction of its forests; forests considered the largest and finest in the world, now cut and burned, culled for certain kinds of timber and then "burned off," stumped and subjected to many other destroying processes without any one lifting a hand for their preservation, until experts report that at the present rate of devastation the United States will be without a tract of commercial timber in less than twenty-five years.

Many are the associations of lumber dealers and game and fish protectors, and some good is accomplished each year by the action of these societies, but the remedy is beyond such doctors, the patient is too far gone, and without concerted action on the part of all State governments and the National Government, the second growth scrub or burnt wastes without sufficient cover for what little game there is left to cover.

In speaking of our vanishing forests a writer records the waste of more than 600,000,000 feet of lumber every year in the Northwest alone, saying:

"In the Pacific Northwest nearly 200,000 men are employed in cutting down the last primeval forests of this country and slicing these steadily armies of spruce and fir and cedar into 5,000,000,000 feet of lumber and 6,000,000,000 shingles every year.

"This timbered area is the richest natural treasure of the American continent, compared with the gold and mines of Alaska and Nevada are of picaresque value for this and for coming generations.

"It is so wonderfully rich a treasure that its owners are squandering it like drunken spendthrifts. A billion feet of lumber is wasted every year, enough to build 100,000 comfortable American homes.

"It is characteristic of Western men and methods that the ways of logging in the East should have been flung aside as crude and slow. The giant timber of the Washington forests on the slope of the Cascades is not hauled by teams or rafted down rivers. Steam has made of logging a business which devastates the woods with incredible speed, system and ardor.

"The logging camps of the Cascades differ as strikingly from the lumbering centers of Northern New England as the electric gold dredgers of the Sacramento Valley contrast with the placer diggings of the forty-niners. In other words, the greater the need of preserving the forests, the greater is the American ingenuity for turning them into cash as fast as possible."

Must Seek Elsewhere

The wires record the fact that one of our railway kings is obliged to cross the ocean for what we were able to supply the world with not long since.

"E. H. Harriman has become a large buyer of railroad ties in Japan and is having them delivered at Guaymas, Mexico, for fifty-six cents each. A contract for 1,500,000 ties has been let. Through concessions obtained last year from President Diaz of Mexico Mr. Harriman and associates are building 100 miles of roads in the States of Sonora and Sinaloa to connect with the Southern Pacific on the southern border of Arizona. The Japanese ties are used in building this new road."

According to the National Hardwood Lumber Association there is a possibility of the destruction of the forests of the United States in thirty-five years. The association estimates that there are now standing in the United

States in the neighborhood of 1,475,000,000,000 feet of lumber, but 45,000,000,000 feet is being cut every year. The report of the association recommended the immediate prohibition of log exports and to exempt from taxes all tree plantations. If something is not done in that direction the lumbermen look for the early disappearance of available trees for use as lumber. Now this association advises action, while in the same report we are shown the annual waste of enough lumber to supply the demand of the railway importer, but not available, as the getting out of larger timber can be done with quicker and greater profit.

In the Maine and New Hampshire forests thousands of men spend the winter cutting the forests of the choicest lumber and destroying young growing trees on every hand in their haste to get ready for the high water in the spring.

The folly of this waste will only be fully realized when there is no longer anything to waste. A European estate manager would cut such lumber as was best suited for market, clear the brush away from the young trees and at the end of a half century the forest would be even more valuable than when the cutting began.

In an interesting report on the turpentine industry in the United States Mr. Bell, British commercial agent, says the gathering of rosin in the United States dates back to the time of the early settlers of that part of the country which is now North Carolina. From there the industry has extended, and is now carried on in all regions where the long leaf pine is found in abundance, and especially in the South Atlantic and Eastern Gulf States. In addition to the rosin and turpentine the industry includes the manufacture of tar and pitch, the distillation of spirits of turpentine and other by-products. The process, in brief, is as follows: The trees are tapped and the sap is allowed to flow into receptacles prepared for the purpose. This sap is distilled and spirits of turpentine and rosin are obtained. Tar is obtained by the destructive distillation of the wood itself, and oil of rosin, oil of tar, common pitch, brewers' pitch, etc., are obtained by a

redistillation or combination of the above named products.

Rosin is obtained chiefly from the long leaf pine, of which there was formerly an unbroken forest extending from Southern Virginia through the South Atlantic and Gulf States to Eastern Texas. More than one-half of the original forest, however, has been exhausted and there has been little or no renewal. For a number of years the seat of the naval stores industry continued near the forests of North Carolina. It was transferred to South Carolina at a later period and within recent years, owing to the increased demand for spirits of turpentine and rosin having caused a large growth of the industry, the districts have been very much extended, and now the center is in Florida and reaches into Alabama, Mississippi and Louisiana.

The Southern States abound in sandy soils suitable for the growing of pines. These tracts were at one time covered with what were supposed to be boundless forests. Though there are still large areas which have been untouched, the greater portion of the primeval forests has had the best timber removed. Forest fires and the operation of the turpentine gatherers have greatly damaged the remainder. Under the present methods of cutting the trees it is merely a question of a comparatively short time before the supply will be exhausted.

It has at last been realized that the timber supplies are not unlimited, and it is absolutely necessary that there should be some modification of the present treatment if continued reproduction is to be insured instead of the complete exhaustion which threatens to despoil the magnificent forest resources.



A TIMBER SETTLER'S HOME



GLENS FALLS ROOM

As "bleeding" pine trees for the purpose of extracting turpentine and rosin has been regarded as injurious to the same locality. The results proved conclusively that bled timber is as strong as unbled if of the same weight; that the weight and shrinkage of the wood



RUNNING THE LINES OF A CLAIM

process. This result was entirely satisfactory, as previously many architects and large consumers, such as railway companies, refused to employ bled timber. According to the United States census returns for 1900 the area occupied by pure pine forests in the Southern States was at that date approximately 100,000,000 acres. The average stand of timber on this area was estimated as not far from 3000 feet per acre, giving a total stand of 300,000,000,000 feet. The cut in that year was 8,523,000,000 feet, or nearly 3 per cent of the estimated stand. There would therefore appear to be sufficient yellow pine to last for thirty-three years, without allowing for increase in the rate of consumption or anything for growth in the interval.

When the natural gas fields of the Middle West were producing heat and light of the cleanest and best the traveler through the country could see almost anywhere the pipes and burners used to light village streets by night blazing away all day, it not being thought worth while to turn them off as they would have to be lighted again the next night. For over fifty years the United States has thrown away enough to fully feed and supply heat, light and clothing for the population of a nation as large as Japan, while the present time our waste is over four times as great as it was fifty years ago.

This Oakland Mariner Holds the Record, With Seventy-Two Years Spent at Sea

UNEQUALED by the most marvelous tales of piracy are the adventures of Captain Edward Howard, of Oakland, the oldest mariner in the United States, with a record of ninety-six years to his credit and seventy-two of them passed in the service of the sea.

His exploits, if compiled, would fill volumes with stirring stories. This nonsensical, as hale and hearty as many men of half his age, can repeat every detail of his career without a scrap of data. His sea life began at the age of 11, when, owing to financial troubles of the family, he was forced to set about earning a living. At office after office and at shops in London he inquired one cold, damp morning for work of any sort, but was unsuccessful. Becoming disheartened at the prospects in the mercantile district, Howard turned his steps toward the water front and commenced inquiries anew. At each one he was told that he would have to wait and grow a bit before he could ship on any vessel, but, not being willing to wait, he waited his chance and, when it came, slipped on board a docked ship and hid in the coal scuttle. He lay there while the ship was in the harbor, scarcely daring to come from his hiding place long enough to gather a few scraps of food. When, however, the ship weighed anchor and Howard ventured to show himself, he was severely reprimanded by the captain and immediately put to work, which was just what he wanted. The vessel upon which he had shipped was the twenty-gun brig Barrossa, employed in carrying troops and provisions to the Indies. The trip was an eventful one for the young navigator, for their vessel had not proceeded very far when they were chased by a French cruiser and the entire crew barely escaped being taken prisoners. The days of piracy had not yet vanished and many a buccaneer was sailing the high seas after valuable prizes. In the race which followed the attempt of the French ship to overhail the Barrossa the latter sprung a leak and was forced to make for a small island in the vicinity, where she lay up for repairs. When the Barrossa reached port Howard left her, going over to a ship known as the Palmyra, a vessel carrying but ten guns. On the Palmyra he distinguished himself by sighting a human being apparently in

distress on the shore of St. Paul Island in the Indian Ocean. A boat was lowered and young Howard, with several other sailors, went ashore and brought back the man who had signaled the ship. He turned out to be a sealer and declared that with a companion he had been marooned eighteen months before and had not seen a sign of ship or man since. His companion had died about four months previous and his body had been washed into the sea. The two men had managed to keep a fire burning all around in an old, rusty kettle, which in some mysterious manner had found its way into the uninhabited island. The rescued sealer stated that after his companion died he had considerable difficulty in keeping the fire alive and that on many occasions he had awakened to find it on the verge of extinction. Following the finding of the marooned sealer the Palmyra encountered a severe gale, being repeatedly dashed against the dangerous shoals which prevail in that quarter of the Indian Ocean. One night the vessel ran aground, and for many days all lives were endangered. Howard's heroic work was instrumental in saving both the crew and the ship, and five days after the Palmyra stuck on the shoals she was pulled off safely at high tide.

Howard stayed with the ship until she arrived in London, where he joined the Lady Rowena, which was loaded with sheep for Australia. It was a notable consignment and Howard realized all that it meant to his employers from the fact that it was the first shipment of marine sheep ever made to Australia from England. The trade is now one of the chief industries carried on between the two countries. Upon reaching Van Dieman Land the cargo was unloaded and the crew given shore leave. Howard, with the rest of the crew, remained on shore for several weeks till the sheep had been clipped and sheared, when, laden this time with a cargo of wool, the Lady Rowena started on the return trip. In rounding the Horn the ship was icebound and unable to make way. As the vessel was drifting Howard was given the wheel, and as he was by this time an able seaman he guided the ship successfully out of danger. Four of the crew were frozen to death and the ship completely covered by a coating of ice. When the vessel reached Rio Janeiro she put in for repairs, and nearly a



MONTHS elapsed before she was ready of wool in the hold caught fire and it took a week to get the vessel out of the ice. This delay was bad enough, was thought that the vessel was in danger of being crushed, but in crossing the equator the cargo doomed. However, after fighting the

fire with buckets of water it was finally extinguished, but not before severe damage had been done. The owners of the vessel were held responsible for the damaged wool, and their loss amounted to several hundred thousand dollars.

Reaching London at last, Howard became a land dweller, for several weeks, but in 1829 he joined the twenty-gun brig Forth, which at that time was transporting convicts from Ireland to Australia. Leaving London, the bark was headed for Ireland, and, landing at Cork, took on board some 400 convicts, which proved to be the last batch of convicts ever transported by the British Government. Near the island of Sumatra the vessel was attacked by natives, who swooped down upon her under cover of night, stealing aboard, tied each member of the crew hand and foot. In the act of plundering the vessel, Howard managed to free one arm and, cutting the ropes which bound his companions, they descended on the raiders, overpowered and took them prisoners.

Later in the year Howard joined the Messenger, an American vessel, at Calcutta, under Captain Buffington, and in her his first trip to America was made. The Messenger arrived in Boston in the spring of 1830, and all hands went ashore for the Sabbath. Howard, unaware of the strict laws existing against smoking on Sunday, went ashore with his pipe and came near being arrested. After this incident he retired to the ship, preferring his pipe and tobacco to the shore.

Howard next joined another American ship bound up the Quebec River. While on this voyage he witnessed the laying of the cornerstone of the first State House in the capital of Maine. Later he went to New Orleans, where he shipped on board the Clio and set sail for Delaware Bay. At the mouth of the harbor the ship ran on the shoals of Flego and the vessel went to pieces. All except Howard managed to escape from the wreck. In the immediate peril of being dashed against the rocks he stood at his post and succeeded in saving considerable wreckage; but a heavy storm coming on the following night, the vessel began, bit by bit, to give way. Hoisting a red lantern which had escaped the water, Howard signaled for help. Several fishing craft

came to his assistance and he was rescued.

After a few weeks of land life Howard felt the sea fever coming on with old force and in 1834 he joined the Authentic as mate. The Authentic was one of John Mell's vessels and was a freighter. After his position as mate Howard was made captain of the Authentic and later of the Authentic as mate. The Authentic was one of John Mell's vessels and was a freighter. After his position as mate Howard was made captain of the Authentic and later of the Authentic as mate. The Authentic was one of John Mell's vessels and was a freighter. After his position as mate Howard was made captain of the Authentic and later of the Authentic as mate.

Till 1894 Captain Howard followed the sea which had led him through so many daring and stirring adventures, but with the close of that year he bade farewell to the great ocean and took up his abode in Oakland. There he still lives surrounded by relatives and friends for the captain has many of these last and his name is as well known in every-day society as it is to the "old salts" who congregate on the water front. Although the events of which he talks took place more than three-quarters of a century ago, the captain loves to recall them, and especially ready is he to talk of the ocean and of its vast mysteries. Nonagenarian though he is, the captain is not confined to his bed; nor does he expect to be for many a year to come. He enjoys almost perfect health—a good commentary on the life-giving breezes of the sea—and hopes to see many a moon after he reaches the hundred mark in years.