

Railroads serving such communities have been forced to face the hopeless task of maintenance without adequate income following the exhaustion of the forests. In Michigan railroad mileage increased from 3,938 miles in 1880 to 7,243 miles in 1890, the period which embraced the great expansion of the lumber industry in the state. During that time Michigan white pine was making possible the agricultural settlement of the Prairie States, the growth of Chicago and Detroit, and was contributing heavily to the demands of New York and even Boston. Shortly after 1890 the lumber cut began to fall off, and the increase in railroad mileage between 1890 and 1910 amounted to but 1,778 miles. By 1910 Michigan's forest wealth was nearly gone. Despite other industrial developments creating transportation demands, the mileage of railroads began to shrink, and many communities, once served amply, were cut off altogether, or had train service but once or twice a week. Today a large mileage is operated at an actual loss.

There are cities, in their time great lumber markets, which today are forced to bring their lumber thousands of miles from distant producing regions. Albany, which handled more lumber in the 40's than any other city in the world, today uses pine from the South and Douglas Fir from Washington and Oregon. Wilkes-Barre is in a similar condition; and Saginaw, not only the world's greatest lumber market of its time, but its greatest producer of lumber as well, today is hemmed in by millions of acres of idle cut-over forest land which produce no wealth.

Furthermore, the direct loss to the community, the state, and the nation through reduced tax returns from cut-over and idle land as compared with producing forest land, and the increased burden of taxes on other property to make up this loss, is staggering for the country as a whole. Today in Michigan, for instance, millions of acres of forest land produce nothing of value and, of course, pay a small tax. These same areas, if in forest, might have an average value of \$75 to \$100 an acre instead of the present nominal value of \$2.50 per acre. Taxation under any system would yield much more from these lands, were they productive, and the burdensome local taxes on farm and town property could be lightened.

The foregoing are some of the major consequences of forest depletion which in the past have been unavoidable. It is fair to add that this lavish use of our forests resulted in a cheap product