

WEEKLY INDUSTRIAL RECORD.

PUBLISHED EVERY SATURDAY. DEVOTED TO NAVAL STORES, LUMBER AND MANUFACTURING INTERESTS.

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WORK IN SIGHT FOR 650,000 MORE MEN.

The National Association of Manufacturers publishes in the current issue of American Industries, its official magazine, continuation of the statements on trade conditions contributed by its three thousand members, representing every branch of industry. The series indicates an optimistic view of the business outlook.

Telegrams were also sent to a number of the association's members asking them to state specifically how many workingmen would be added to their present force by December 1, if nothing occurred to shake commercial confidence. A resume of the information contained in these replies is also given by the magazine as follows:

"The percentage of replies received indicate that an average of 135 men each will be added to the majority of manufacturing plants in the association by December 1. The percentages show that at least one-half of the 3,000 members of the National Association of Manufacturers expects to add to their present force more than 200,000 workingmen.

"Taking this as a basis it is safe to assume that the 13,000 manufactories, which according to the census of 1900, employed an average of 100 men or over, will add at least 50 per cent to their present force, making a total in round figures of 50,000 men. In other words, with the continuance of business confidence, the important manufacturing interests of the country will be enabled to increase their present force by more than half a million workingmen to meet the market demands for their products.

"In securing this information, democratic and republican manufacturers alike, were addressed. No attempt was made to limit the canvass to any particular industry or to any particular section of the country and the queries sent to manufacturers were based solely upon actual business conditions and business possibilities for the future."

BIG LUMBER ORDERS.

Railroads are reported to have recently placed orders with west coast manufacturers for from 12,000,000 to 15,000,000 feet of lumber, a large part of which is of upper grades for use in the manufacture of cars. The bulk of the orders have been placed through a large number of brokers and widely distributed, so as to cover up the fact that the roads are in the market for as far as possible. This policy is pursued by the roads to prevent the advance in prices that would probably follow direct information that they were buying largely in Mississippi Valley Lumberman.

The Georgia-Florida Sawmill Association will hold its next meeting in Jacksonville, January 5, in the Windsor Hotel auditorium. E. C. Harrell, of Tifton, Ga., is secretary of the association.

The Gulf Coast Lumber Exporters' Association will meet in Pensacola, Fla., on December 19. J. O. Elmer, of Mobile, Ala., is secretary.

Yellow Pine Situation Is Becoming Brighter.

Mill Men are in no Hurry to Take Business at Present Prices--Railroads are Coming in With Orders--Will Crowd Two Years' Business Into 1909.

Under the caption "The Visible Strength of Lumber," the Beaumont (Texas) Enterprise, publishes the following, which will prove of interest throughout the South:

The yellow pine situation becomes brighter as each week passes. Inquiry becomes stronger and prices harden in an almost continuous performance.

The volume of trading, however, has not reached the stage that obtained prior to the time when the collapse of the Knickerbocker bank heralded to the world that something was dropping. That lumber is now moving more rapidly than it does is not due to the lack of inquiry, but to the disinclination of manufacturers to book orders for future delivery at the present schedules. Saw mill men can have all the business they want for ninety-day delivery at current prices. That they do not want it is the best indication that yellow pine is off the sick list.

A phase in this matter which will show which way the wind is blowing is the export situation. Lumber for European delivery has never during the past year felt the effect of the panic as did the domestic market. The demand has always been good, and the prices have been several dollars better than demanded from domestic buyers. At the present time orders for ninety-day delivery for export goods at tidewater in Texas and Louisiana can be had for \$1 above the present list price. This indicates that the exporters are aware that there will be an increase in prices within the next six months and are willing to get in on the ground floor. The same condition exists in the matter of domestic buying. In the latter case the price is still somewhat below that for export, and buyers are anxious to place orders for future delivery at present rates, but sawmill men are slow to take the bills, believing that there will be more profit in the transaction three months from date.

Mill Men in No Hurry.

This explains why there is not a greater volume of trade than exists though the expansion in movement has been very marked within the past few weeks, but it could be more so as far as the bookings are considered, were the manufacturers willing to take future business at the rates now obtaining. This disinclination of theirs is significant, and it is a safe estimate to place on the condition of affairs to state that the price of domestic will in six months be the same as is now offered for export on ninety-day orders, which, as stated, is approximately a dollar above the current list. Nothing more is needed to illustrate the strength of yellow pine,

and as far as the buyers and the panic, the former appear to have forgotten the latter.

At the present time there appears to be an unusually heavy demand for heavy schedules to be shipped by coasters to North Atlantic points. This material is designed for heavy construction work, and is not of a class that would be called for in residence building. It implies that in the birthplace of the panic there is now a reversal to previous conditions, which will spread as swiftly as the commercial depression starting from the same place did.

Almost everything starts in New York, from the ragtime song to the rage for automobiles. This reaction in building, now so apparent in the North Atlantic States, will spread quickly to the West, where the crop raising class is in a position to buy lumber for the new barn and pay cash for it out of what came out of the old one.

The Farmer Ascendant.

Time was, and that not many years ago, when the lumber manufacturers did not count much on crop money, as such was in hock from the time the seed was planted till the hum of the thrasher was heard in the land. Today the farmers of the West and Middle West have paid off those mortgages, and are building garages out of yellow pine shipped from Texas and Louisiana. In the "impoverished" corn belt of Kansas the farmers now scot to town with huge goggles on their eyes to keep out the dust while scorching fifty miles an hour. Out of the new condition the yellow pinner gets his. Today the millman keeps tab on the man behind the plow, knowing that the crop is good for some buildings on the farm, whereas ten years ago the money had to be used to jack it up out of the pickle.

Railroads Coming In.

Aside from this, the railroads are beginning to come in, particularly in the matter of repair work, which has been neglected for a year past. It is safe to say that in this line the business of two years will be crowded into the year 1909. During the past twelve months there was no great requirement for cars, with the result that the railroads were not called on to keep their repair shops open, at least to a very limited extent. The effect of this has been to put a great deal of rolling stock into the sanitarium, and during the past few weeks a revival has taken place in this matter, there being a number of heavy orders placed for material intended for the car department. In this repair line the matter of ties and stuff for trestle work will be an important item. The life of the average tie is no more than eight years in

countries where the rainfall is sufficient to make a corn crop, although in the semi-arid country west of the Rockies they last several years longer. This means that the entire roadbed will have to be relaid with ties every eight years east of the range mentioned, and as there has been very little of this done during 1908 it is evident that there will be necessarily almost double work of this character during 1909. The same line of argument applies to trestle work in a less extent.

TURPENTINE FROM STUMPS.

Interest in the Process Aroused in Michigan, Where It Is Being Tried.

Those who have investigated the manufacture of turpentine from old stumps, limbs of trees and saw dust, in this section of the country, will be interested in the following, published in the Paint, Oil and Drug Review:

"In the one-time pine land of Northern Michigan is a new industry, one that is exciting considerable interest throughout this region. It is the manufacturing of turpentine and pine tar from the old and blackened Norway pine stumps with which the land is so thoroughly dotted," writes a correspondent in the Detroit News.

The methods by which the stumps are converted into tar or turpentine are very similar to those by which corn is converted into "tanglefoot." After the stumps are pulled, which operation is performed by means of a large side draft stump puller, they are hauled to the distillery and turned over to a gang of men whose duty it is to chop them into sticks about the size of an average stick of stovewood. In this condition they are fed into the hopper of a machine which grinds them up and then passes them, by means of a long carrier, into large steel cars.

These cars resemble half of a large boiler split lengthwise and placed on trucks. The capacity of each car is about five tons of chips. As fast as they are loaded these cars are pushed into large steel retorts, where their contents are treated by heat and a certain secret chemical process for the purpose of extracting the pitch which they contain. This pitch is made up of the turpentine and tar, and under the process employed the turpentine, which is the essential oil of the pine, leaves the retort in the form of a vapor by one line of pipes, while the pine tar leaves through another. When the heat and chemicals have completed their work, the five tons of chips that went into the retort have shrunk to thirty pounds of pine charcoal.

When the pine tar leaves the retort it goes directly into a large tank from which it is pumped into barrels and is then ready for shipment. No so with the turpentine. That goes through a far more complicated process before it is ready for the market.

When the turpentine leaves the retort it is in the form of a vapor. This vapor passes through a large copper worm, where by means of cold water it is condensed. It

(Continued on page 6.)