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SCRUB PINE FURNISHES WOOD PULP MATERIAL. IMPETUS GIVEN GOOD ROADS FIGHT.

Washington, March 13.—The long neglected and despised scrub or Jersey pine, growing on the abandoned farms and cut-over lands of the East, seems destined at last to have reached its rightful place as a material of value, according to the results obtained through recent pulp and paper making tests at the United States Forest Service laboratories in Washington.

While there is a considerable amount of this wood standing as timber, it has heretofore been used only in a very desultory fashion, and then mostly as fuel. About 500,000 acres, or 20 per cent of the wooded area of Maryland, and about 130,000 acres, or 10 per cent of that of Virginia, is covered with fairly dense stands, while the broad range of the tree extends along the Atlantic seaboard from Southern New York to South Carolina, and back over the Appalachians to Central Indiana where its largest specimens are found.

While a number of mills have used scrub pine for the manufacture of soda pulp and ground wood, no plants have ever operated the sulphite process. Scrub pine might have been used to good advantage long ago, but for the fact that it did not seem to the practical paper maker even worthy of trial. By only slight changes of the regular treatment which is ordinarily accorded pulp wood in the sulphite process, however, it has now yielded a pulp product which has been favorably commented upon by numerous members of the paper trade as a substitute for spruce sulphite in the manufacture of newspaper.

When a forest of scrub pine is matured, a fully stocked stand will yield thirty to forty cords per acre, when economically harvested according to the practical forestry methods. At the present time there is practically no general use for the timber, outside of fuel, although a coarse lumber is made of it and it is sometimes used for fencing. As evidence of the low esteem in which this pine is held is the price which the Maryland wood brings when delivered—\$5.75 per cord. The wood itself is of a light yellow color, with a white sap wood. It is light in weight, is brittle, and coarse-grained. While it is fairly durable in contact with the weather, its weak structural properties offset any advantage this might give.

One advantage for paper making which scrub pine is said to have, is the fact that there is considerably less loss in barking it than with ordinary spruce. The logs are, in general, regular and not difficult to handle. The wood yields quite easily to a sulphite treatment when using an acid cooking liquor slightly stronger than the ordinary mill strength. In treatment the wood requires from eight to eleven hours, while the maximum steam pressure has not been over sixty pounds temperature (150 degrees centigrade) and in some cases it was but 54 pounds. The unbleached pulp in these experiments is of a light grayish or brownish color, not un-

like that from spruce, of course depending upon the cooking conditions, which can be controlled to suit the manufacturer.

The fiber is strong and durable and is about the same size as that of spruce, being possibly a trifle broader. The yields obtained by the Forest Service are about the same as are obtained from the woods now in general paper making use. The amount of screenings is very low. Scrub pine presents no serious disadvantages in regard to bleaching. A good white color is readily brought about. While some of the cooks require more bleach than is ordinarily practical or economical, yet by cooking properly the amount of bleach has been brought down to 360 pounds or 35 per cent bleach per ton of pulp. By slightly changing the conditions of treatment it is believed that still lower percentages may be employed while the color produced remains the best white.

Practical paper makers who have seen this product are almost unanimous in claiming it to be a strong, long-fibered, and hard wearing pulp, which seems especially desirable for making bag, news, and wrapping papers. Several even went so far as to say that it would make fine bank or ledger papers, when properly handled, and that this wood gave one of the best fibers which has been prepared from pine wood.

PRISON COMMISSION

SELECTS PRISON FARM.

If Their Choice Is Approved Work Will Begin April 1.

Atlanta, March 11.—The Prison Commission today made final decision in the matter of the selection of a State prison farm for white convicts and reported their selection to Governor Smith. Both the commission and Governor Smith decline to divulge the particular farm which they have selected.

It is pretty well known, however, to be one of four: The J. W. Greer property in Turner county, represented by Dwight L. Roberts of Savannah; the J. D. Smith place in Laurens county; the Wimberly place in Twiggs county, just south of Macon, or the Parker place in Tift county. Mr. Roberts stated this afternoon he had learned that the Green and Smith places were the last two under consideration by the commission, and he is confident it is one of these.

Governor Smith said he would not divulge the location until he has acted on the report, which may be a week, as he is desirous of making a full investigation. In the meantime the Prison Commission is preparing to call for bids for supplies and equipment for the new farm, and if their choice is approved by the Governor they will be ready to get to work on it by April 1. If it is not approved it is possible the selection may then be deferred until next fall.

Authorizing the chairman and secretary of the streets, roads and bridges committee to address a communication to each of the county commissioners in the state urging the importance of the passage by the Legislature of the good roads bill prepared at the convention held in Jacksonville last April, the Jacksonville Board of Trade, in regular monthly session last night, adopted resolutions that fairly give new impetus to the fight for a system of good roads for Florida. Embodied in the resolutions is an urgent request that the Senators and Representatives in the Legislature present the good roads bill at as early a date as practicable, and also contains a suggestion for an amendment to the bill which will result in encouraging the counties to build good roads speedily and without fear of not being reimbursed for the monies expended for such purposes.

Reports and Resolutions.

The resolutions were recommended for adoption in a report from the streets, roads and bridges committee of the Board of Trade. The report of the committee and resolutions were as follows:

To the Jacksonville Board of Trade, Jacksonville, Fla.:

Gentlemen:—Your committee on streets, roads and bridges begs leave to report that the state good roads bill prepared at the convention held in Jacksonville under the auspices of the Board of Trade, in April, 1908, was fully reported to your honorable body and unanimously endorsed at the meeting of June, 1908, and the authority was granted your committee to present the same for ratification by the people at the primary election to be held June 16, 1908.

Your committee was unable to secure the desired action, as the law contained no provision for securing such an expression of the people. Your committee also attempted to have the matter submitted to an election in November, but again failed to find any legal provision for such an action.

In the meantime your committee sent copies of the good roads bill to the mayors of all of the cities in the State, by whom it was unanimously endorsed and, as showing an interest in the work, petitions signed by the leading citizens of nearly every city endorsed heartily the bill pledging support in making the same into a law. Your committee, in this way, have informed the people as fully as possible as to the merits of this measure, and in turn received the hearty approval of the same; and your committee are of the opinion that a large majority of the people favor the building by the State, of the State system as proposed in this bill, in section 5, which reads as follows:

"Sec. 5. The said Board of State Road Commissioners shall lay out a system of State roads designated as follows: One from Fernandina, by way of Jacksonville, Baldwin, Macclenny, Sanderson, Lake City, Live Oak, Madison, Greenville, Monticello, Tallahassee, Quincy, River Junction, Marianna, Chipley, Westville, DeFuniak Springs, Milton, to Pensacola, thence in a northerly direction to the Alabama line,

near Flomaton; one from Jacksonville to Miami, by way of St. Augustine, Ormond, Daytona, Titusville, Rockledge, Fort Pierce, Jensen and West Palm Beach, and one from Jacksonville to Tampa, by way of Orange Park, Green Cove Springs, Palatka, DeLand, Sanford, Orlando, Kissimmee, Lakeland and Plant City, with a branch or loop at or near Orange Park or Green Cove Springs, by way of Middleburg, Starke, Waldo, Gainesville and Bronson, and from Gainesville to Ocala, Leesburg and Tavares, and from Ocala to Dunnellon, Inverness, Tecanto, Crystal River, Brooksville, Dade City, San Antonio, Tarpor Springs, Clearwater, Largo, St. Petersburg, and from Dade City, Plant City, Lakeland, Bartow, Arcadia, Punta Gorda and Fort Myers, with a line from Tampa to Palmetto and Bradentown, Manatee county.

The lines contemplated in this section as forming a State system as nearly as possible gives all sections of the State the relief so long and greatly needed.

That the work may go forward as rapidly as the people of any section may desire, your committee unanimously suggested that the original bill be amended by an additional section, viz, section 10, which reads as follows:

"Section 10. Should any county in this State desire to have any portion of this system lying within the same, constructed more rapidly than the funds herein provided permit, and shall, by issuing county bonds, raise the money to construct the same under the authority hereby created, it shall have all such moneys raised by the county and expended by the State refunded out of the State roads fund as rapidly as possible."

Your committee is of the opinion that nearly all of the counties of the State, were this to become a law, would raise the money and urge the completion of the system as rapidly as possible. It was therefore

"Resolved, That the streets, roads and bridges committee recommend to the Board of Trade the adoption of the following resolutions:

"Resolved, That the chairman and secretary of the streets, roads and bridges committee shall address a communication to each of the county commissioners in the State, urging the importance of the passage by the Legislature of the good roads bill prepared at the good roads convention, held in Jacksonville, under the auspices of the Jacksonville Board of Trade, on April 16 and 17, 1908, and urge that each board of county commissioners appoint a suitable representative to go to Tallahassee and confer with representatives from other counties, such conference to have power to carefully revise the said bill, if necessary, as to safeguard their interests and urge the passage of the bill by the Legislature.

"Resolved, That we urge our Senators and Representatives in the Legislature to present the good roads bill at as early a date in the coming session as possible and use their best efforts to have it become a law."

Respectfully submitted by

A. S. MANN, Chairman.