

INDUSTRIAL RECORD

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THE RECORD'S OFFICES.

The publishing plant and the main offices of the Industrial Record Company are located at the intersection of Bay and Newnan Streets, Jacksonville, Fla., in the very heart of the great turpentine and yellow pine industries.

NOTICE TO PATRONS.

All payments for advertising in the Industrial Record and subscriptions thereto must be made direct to the home office in Jacksonville. Agents are not allowed to make collections under any circumstances. Bills for advertising and subscriptions are sent out from the home office, when due, and all remittances must be made direct to this company.

Industrial Record Publishing Co.

MILLIONS OF CROSS-TIES PURCHASED BY RAILROADS IN 1908.

Washington, June 12.—During the year 1908, the steam and electric railroads of the United States purchased more than 112,000,000 cross-ties, costing, at the point of purchase, over \$56,000,000, an average of fifty cents per tie, according to statistics just made public by the Bureau of the Census in co-operation with the United States Forest Service. This was some 40,000,000 ties less than the quantity purchased in 1907, when the total was approximately 153,700,000, the highest ever recorded. The decreased purchases in 1908 were, of course, chiefly due to the business depression which affected every line of industry. This forced most of the roads to purchase only the ties which were absolutely essential for renewals, and heavily cut down the purchase for new track. In 1908 only 7,431,000 cross-ties were reported as purchased for new track as against 23,557,000 in 1907. Of the total number of ties purchased for all purposes, the steam roads took approximately ninety-four per cent, leaving about six per cent for the electric roads.

It is very interesting to note the wide range of woods used for cross-ties. The preliminary report by the Census Bureau lists separately fifteen classes or species. On these the oaks are now and have always been by far the most important. The oak ties amounted to more than 48,000,000, or forty-three per cent of the

total quantity purchased. Next to these ranked the Southern yellow pine, with 21,500,000, or nineteen per cent of the total. It will be seen that the oaks and Southern pines combined furnished nearly three-fourths of all the ties bought by the railroad companies last year. Cedar and chestnut supplies more than 8,000,000 ties each, and Douglas fir nearly as much. About 4,000,000 tamarack ties were purchased, nearly 3,500,000 cypress ties, and, in round numbers, 3,000,000 each of western pine and hemlock. Redwood, white pine, lodgepole pine, gum, beech, spruce, and several other woods were used in smaller quantities.

While the oak, and particularly the white oaks, have always been the preferred woods for cross-ties and still form a large proportion of the total, the increasing prices which the roads have had to pay for satisfactory oak ties are forcing them to look more and more for substitutes. This accounts in part for the great variety of woods reported. White oak, untreated, makes a tie which gives excellent service for many years, but it has been found possible to take woods which naturally are not durable, give them a treatment with either creosote or zinc chloride, which will prevent decay, and thus get much longer service from them than can be secured from untreated oak ties. Among the woods which have been most largely treated so far are the yellow pines, particularly loblolly pine, Douglas fir, western pine, and lodgepole pine.

This year's statistics adds to the list two kinds of cross-ties which previously had not been reported in sufficient quantity to justify listing them separately. These are gum and beech. The purchases of gum ties in 1908 exceeded 260,000, while but slightly more than 15,000 of them were reported in the previous year. Of beech ties, the purchases in 1908 amounted to nearly 193,000, against but little more than 51,000 in 1907. These are woods which are distinctly not suitable for cross-ties unless they are given preservative treatment. Their increased use, therefore, is one of the many results of the progress of wood preservation in the United States. For many years beech has been one of the principal cross-tie woods in Europe, where its value when given chemical treatment was long ago recognized. It is not uncommon for European roads to secure from twenty to thirty years' service from beech cross-ties. Untreated they would not last long enough to warrant their use at all.

GOVERNMENT AFTER RAILROADS.**Calls on Them to Save the Timber.**

Washington, June 5.—The presidents of the leading railroads of the country have just received a letter from Gifford Pinchot, United States Forester, calling upon them to practice forest conservation and better timber utilization. In his letter the Forester says:

"I am writing to call your attention again to some phases of a subject to which you must already have given much thought—the conservation of our forests. The report of the National Conservation Commission shows that we are cutting our forests three times faster than they are growing; that much large timber and young growth are destroyed by fire; that as a nation we have used wood wastefully and extravagantly; that the only way we can get the timber we shall need in the future is to keep all our forest land con-

stantly growing trees; and that the longer we delay action the greater will be the pinch of a timber shortage later on.

"One-fifth of our remaining timber is in public forests, and on these forests the nation and the States are practicing forestry. Four-fifths of our timber is privately owned, and it is being cut almost exclusively for present profit without regard to the future. The problem of providing a timber supply can not be solved by the national government alone, by the States alone, nor by individuals alone; all must work together.

"Since the railroads are among the largest consumers of wood, they will suffer heavily from the much higher prices and the actual scarcity of timber which will occur if our forests are not conserved. Railroad companies can most advantageously undertake both the growing of timber and the economical utilization of the product. They have a steady demand for timber, the extent of which can be largely anticipated, and they need much small timber of kinds which can be grown in a relatively short time.

"Each railroad has its own especial timber problems which must be worked out to meet the given conditions. At the same time there are certain lines of general policy which can be profitably adopted by many roads. They are:

"1. The chemically treated ties wherever possible.

"2. The use of so-called inferior woods, as, for example, black gum and loblolly pine, for ties, which will reduce the drain on white oak, and which is entirely practicable if the ties are treated.

"3. The purchase and management of land bearing mature timber which can be used immediately, and of second-growth timber which will meet the needs of the future. Such lands if properly managed will insure a perpetual supply of ties and lumber at the cost of production.

"4. The planting of trees upon non-agricultural land owned by the company, which does not now contain sufficient young growth to produce a timber crop.

"5. Co-operation with other roads in the adoption of standard specifications for ties and timber and for the treatment of them. Co-operation with timberland owners and the States in fire prevention, and in bringing about conditions which will make the practice of forestry profitable.

"These are in substance the recommendations of the sub-committee on Forest Supplies of the American Railway Engineering and Maintenance of Way Association. The adoption of these recommendations and the appointment of technical men to carry them out will, it seems to me, be wise action for any railroad. The influence of their general adoption would be far reaching and most beneficial.

"I should be very glad to discuss the matter more in detail with you at your convenience, or to be of use in any other way."

Responses which show much interest are being received, and it is presumed that definite action along the lines mentioned will result.

MR. JOHN PAUL, OF WATERTOWN.**Well Known Lumberman Dies Suddenly.**

John Paul, 79 years of age, of LaCrosse, Wis., but largely interested in lumber interests at Watertown, where his sons reside, died in that town at an early hour yesterday morning.

Mr. Paul, accompanied by his wife, ar-

rived in Jacksonville Tuesday, June 8, and registered at the Windsor. It was their intention to proceed the same day to Watertown, but on account of a sudden attack of illness, Mr. Paul was obliged to remain over for several days, leaving the latter part of the week, apparently in excellent health.

His sons, John G. Paul, R. H. Paul, Jack Paul and Miss Paul are frequent visitors to Jacksonville, always stopping at the Windsor, and they have many friends in this city who will be deeply grieved to learn of Mr. Paul's death.

Mrs. R. H. Paul was at her summer cottage at Atlantic Beach; Mr. R. H. Paul left here Sunday night for Savannah on a business trip, and Miss Paul and Jack Paul spent Sunday in Jacksonville.

To the immediate relatives, who were away from Watertown, Mr. Paul's death was a great shock. Mrs. Paul left Atlantic Beach early yesterday morning, and proceeded to Watertown.

The body passed through Jacksonville last night on a special car en route to LaCrosse, Wis., his old home, where the interment will be made. The body was accompanied by a number of sorrowing relatives.

Mr. Paul was well known throughout Florida, as one of the wealthiest lumber dealers in the state, the business being conducted by his sons at Watertown. He was interested in many other lines of business.

TURPENTINE TRUST OFFICIALS APPEAL.**Officials of American Naval Stores Company Endeavor to Get Another Trial.**

New Orleans, June 14.—Another chapter was added to the record in the so-called "Turpentine Trust" prosecution today when officials of the American Naval Stores Company, recently convicted in the federal court at Savannah, Ga., on the charge of entering into a conspiracy in restraint of trade filed appeal in the United States circuit court of appeals here.

The appellates are E. S. Nash, president; Spencer P. Shotter, chairman of the board of directors; George M. Boardman, treasurer and J. F. C. Myers, vice president of the company and Carl Moller, general manager of the National Transportation and Terminal Company at Jacksonville. The assignment of errors upon which the appeal is based contains fifty-three allegations, among which are various exceptions to the charge of trial Judge Sheppard and to the fact that the verdict was presented against the defendants as individuals and that no mention was made of their connection with the American Naval Stores Company.

A verdict of guilty as charged was returned against the defendants now appealing. Four days later Judge Sheppard overruled a motion in arrest of judgment and imposed sentences as follows:

Spencer P. Shotter, three months in jail and a fine of \$5,000; J. F. C. Myers, three months in jail and a fine of \$5,000; George M. Boardman, \$2,000 fine; E. S. Nash, \$3,000 fine and Carl Moller \$5,000 fine.

Prison sentences were imposed on Shotter and Myers on the ground that they had been before the court two years previously and entered pleas of guilty.

The defendants were released on bond of \$20,000 pending an appeal.