

WEEKLY INDUSTRIAL RECORD.

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JACKSONVILLE'S POSITION AS A WHOLESALE MARKET. TIMBER SUPPLY OF UNITED STATES SHOWN BY THE OFFICIAL RECORD.

Remarkable Growth in the Lumber Industry at this Port—Shipments Aggregate Three Hundred Million Feet per Annum.

As a wholesale market Jacksonville already takes rank among the largest cities of the South and at the ratio of increase in business during the past ten years will, within the next decade, lead every coastwise city from Baltimore to New Orleans.

The lumber industry of Jacksonville has grown to great proportions, but this has always been one of the leading lines of business of this port, even in the days when it was not possible for a vessel drawing more than twelve feet of water to cross the St. Johns bar except at extreme high tide, and then wait for high water at Dames Point and other shoals in the river between Jacksonville and the ocean.

It is a fact that many people have forgotten, and will be news to hundreds of citizens of Jacksonville, that not only were the vast majority of the cross-ties used in the construction of New York's first elevated railroad shipped from Jacksonville, but that they were cut in the mill of T. V. Cashen, located just east of the present eastern terminus of Bay street. There were many million feet of lumber in that order and it took a large number of the small vessels then entering this port to carry the cargoes of cross-ties.

Now it is no uncommon occurrence for a vessel carrying a cargo of over one million feet of lumber, in cross-ties, and drawing from 20 to 23 feet to sail from this port for New York or other ports. Only a couple of weeks ago this paper made mention of the fact that twenty four-masted schooners were lying at the docks of Jacksonville taking on cargoes of lumber. At the same time there were four steamships, engaged regularly in coastwise trade, and two foreign steamships in port, a large portion of the outward cargo of each consisting of Florida yellow pine lumber and Florida cypress shingles.

For some time there has been a steady increase in demand for Florida yellow pine lumber and the prices are advancing accordingly. The indications are that this demand will be maintained and that lumber shipments will increase accordingly.

During the month of June the lumber shipments from this port amounted to more than 24,000,000 feet. If that average is maintained it means the shipment of 288,000,000 feet of lumber from the port of Jacksonville in twelve months. That shows what the business of Jacksonville amounts to in one line, and it must be remembered that these figures only refer to the shipments by vessel. There is a large amount of lumber ship-

ped by rail to interior points and the total will bring the lumber business of Jacksonville to more than 300,000,000 feet per annum. Think of it! Three hundred million feet of lumber per annum from the port of Jacksonville. Think of the value of that immense amount of lumber. Think of the enormous amount paid for transporting that amount of lumber, for the rate by water is never less than \$5.00 per thousand feet, board measure, from Jacksonville to New York, and frequently it reaches \$6.00 or more per thousand feet. Think of the large amount of money paid for transporting this lumber from the interior mills of the state to this port or for transporting the logs from the forests to the mills in and around this city, where the logs are cut into timber and boards of various dimensions. Think of the large amount paid out to the laborers and skilled mechanics who handle the logs and the finished product of the mills. Think of the amount paid out to the "man behind the axe," who, with his keen, glistening blade brings down the giants of the forest and cuts them into suitable lengths for transporting to the mills. Think of the money paid for the standing timber, and the number of acres of land that it takes to supply this 300,000,000 feet of lumber that passes through the port of Jacksonville in one year.

One foot board measure is a board or piece of timber one foot long, one foot wide and one inch in thickness. Three hundred million feet of lumber would be equal to a board one inch thick and twelve inches wide and 300,000,000 feet in length. There are 5,280 feet to a statute mile, hence a board 300,000,000 feet in length would reach a distance of 56,818 and a fraction miles, or more than twice around the globe at the equator. Think of what a magnificent roadway could be built with all that lumber!

Up to the present time comparatively little lumber has been shipped from the port of Jacksonville to foreign ports, but since the river channel has been deepened to a uniform depth of twenty-four feet at mean low water, giving a depth of 26 feet and more at mean high tide, the shipments to foreign ports have increased.

The records of the Jacksonville custom house show that during the first six months of the year 1909 the exports from this port increased over 363 per cent over the exports for the same period of the previous year. The total value of the imports for the first six months of 1909 increased 140 per cent over the imports for the corresponding period of the previous year. This shows that the foreign business of Jacksonville is steadily increasing and there is every reason to believe that this increase will steadily continue from year to year.

Yellow Pine Leads All Others by a Large Percentage in the Cut of Lumber.

Interesting Data for the Lumberman.

In a bulletin issued July 10, 1909, by the Forest Service Bureau of the Department of Agriculture, under the caption of The Timber Supply of the United States, R. S. Kellogg, assistant forester, gives many valuable and interesting facts and figures. In an article on the present forests of the United States, he says:

The original forests of the United States have been reduced by cutting, clearing, and fire from an acreage of 850 million to one of not more than 550 million, with a total stand of some 2,500 billion board feet. The Northern forest now contains perhaps 90 million acres and 300 billion feet of timber, or 60 per cent of its original area and 30 per cent of the original stand; the Southern forest, 150 million acres and 500 billion feet, or 68 per cent of its former area and 50 per cent of its stand; the Central forest, 130 million acres and 300 billion feet, or 46 per cent of the original area and 21 per cent of the stand; the Rocky Mountain forest, 100 million acres and 300 billion feet, or 91 per cent of the original area and 75 per cent of the stand; and the Pacific forest, 80 million acres and 1,100 billion feet, or 89 per cent of the original area and 79 per cent of the stand. The stand of timber in every region has been reduced in even greater proportion than has the actual forest acreage. This is particularly true in the Central States, where the hardwoods predominated. They occupied much rich agricultural land and were consequently cleared to make way for farms more than they were cut for lumber.

Stumpage Estimates.

Under the caption of Stumpage Estimates he has the following to say about yellow pine and cypress, which is of particular interest to the readers of the Industrial Record:

The total stand of yellow pine in the Southern States may be 350 billion feet. The cut in 1907 was about 13 billion feet. Many of the large operators say that they will cut out their supplies within the next fifteen years at the present rate of sawing. The center of yellow pine production has moved westward rapidly in recent years. Georgia was the leading state in 1900, with nearly 12 per cent of the total output of yellow pine lumber, while in 1907 it ranked ninth, with an absolute decrease in cut of nearly 500 million feet over 1900. In 1907 Louisiana ranked first, with nearly 18 per cent of the total; Texas second, with more than 16 per cent; and Mississippi third, with nearly 13 per cent.

Much of the cypress is in Louisiana,

though there are considerable quantities in Florida, Mississippi, Arkansas and other Southern States. A very liberal estimate of cypress stumpage is 20 billion feet. The annual lumber cut is about three-quarters of a billion feet, of which Louisiana supplies two-thirds. Nearly 1 1/4 billion cypress shingles are manufactured yearly, and also a considerable quantity of poles and ties.

Value of Forest Products.

It is stated that the value of the forest products of the United States for the year 1907, the last year for which detailed data are available, was approximately \$1,280,000,000. The principal items are shown herewith, the value in every case is stated in round numbers, and is estimated at the point of production:

Lumber, shingles and lath..	\$750,000,000
Firewood	250,000,000
Poles, posts and rails	100,000,000
Hewed cross-ties	60,000,000
Cooperage stock	35,000,000
Naval stores	30,000,000
Pulpwood	20,000,000
Tanbark and extracts	15,000,000
Round mine timbers	10,000,000
Miscellaneous	10,000,000
Total	\$1,280,000,000

Shingles.

Many woods are used to some extent for shingles, but the market is dominated by cedar shingles, of which there are two kinds, the white cedar, or arbor vitae of the Northeastern and Lake States, and the western red cedar, or giant arbor vitae of the Pacific coast. Of the production of 11,824,475,000 shingles in 1907, the western cedar supplied over three-fifths, and the eastern cedar about one-tenth. Ten per cent of the shingles were of cypress, and 7 per cent and 5 per cent respectively, of redwood and yellow pine. Much more cedar is used for shingles than for other purposes, while with other woods shingles are frequently a by-product of lumber manufacturing.

Lath.

Lath are usually a by-product of lumber manufacturing, and so do not of themselves constitute an additional drain upon the forests. While some lath are made from nearly every wood that is cut into lumber, most of the 3,663,000,000 lath manufactured in 1907 were of white pine, yellow pine, hemlock, Douglas fir, spruce and cypress.

Hewed Cross-ties.

The steam and electric railway companies of the United States purchased some 153 million cross-ties in 1907, more than three-fourths of which were hewed. Since sawed cross-ties are classed as lumber, they are not discussed here. The oaks, and chiefly the white oaks, supply more than 45 per cent of the hewed ties,